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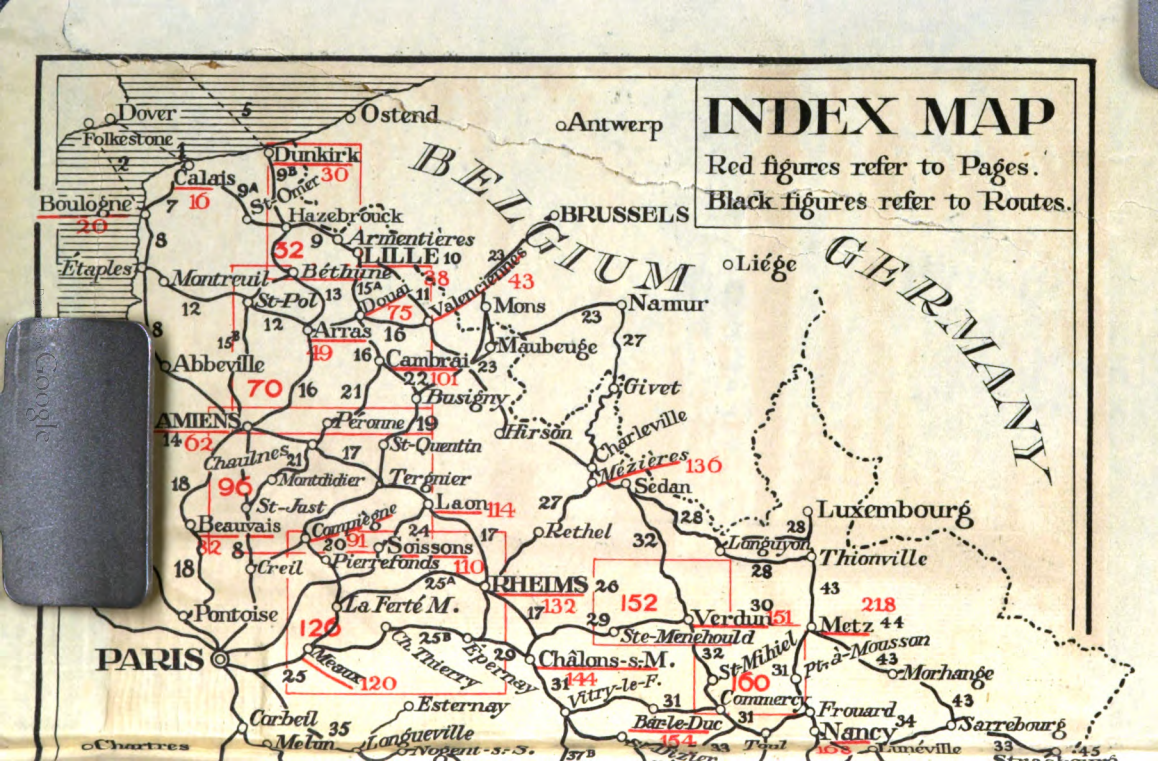
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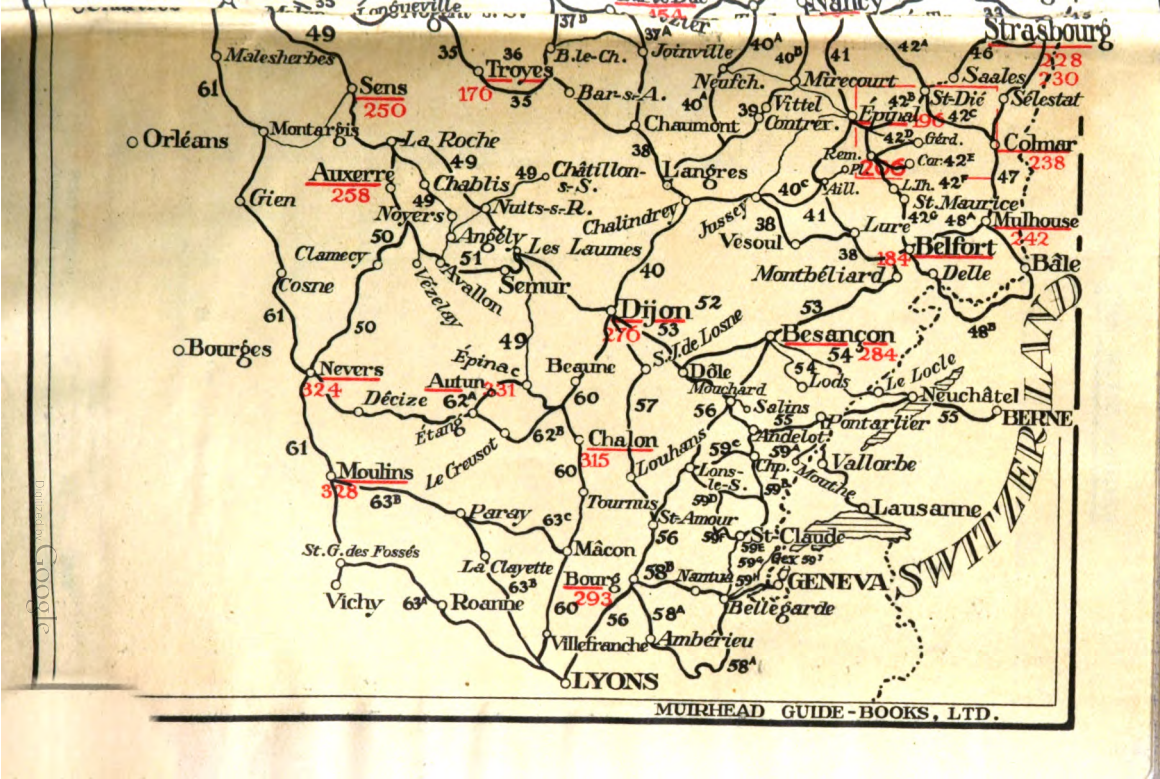

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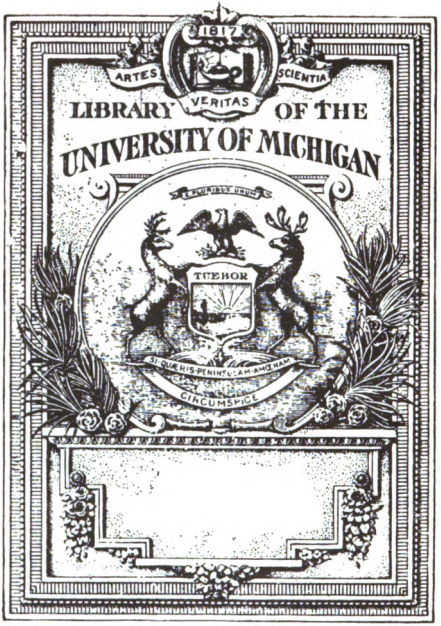

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NORTH-EASTERN FRANCE

EDITED BY
FINDLAY MUIRHEAD
AND
MARCEL MONMARCHÉ

WITH A COMPLETE ATLAS OF NORTH-EASTERN FRANCE
AND 54 OTHER MAPS AND PLANS

SECOND EDITION

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PREFACE

THE present guide to NORTH-EASTERN FRANCE, now in its second edition, deals with the part of France lying N.E. of a line running roughly southwards from Boulogne, through Paris, to Lyons—a region of profound interest including the Battle Area with its tragic memories of 1914–18, the restored lands of Alsace and Lorraine, the historic and picturesque provinces of Burgundy and Franche-Comté, the French Vosges, and the French Jura. No aspect that appeals to the traveller has been wittingly ignored, and an effort has been made to achieve accuracy and clearness in practical detail and fulness of description without unduly neglecting historical and literary associations. Especial attention has been paid to the interests of the visitor to the battlefields and of the student of the Great War. Maj.-Gen. Sir Frederick Maurice's article on the British Campaigns in the West and the summary of the American Operations are supplemented by a brief sketch of the French Campaigns.

The effects of the War have largely disappeared before a patriotic energy, though even now remote parts of the old battle-front have not been entirely cleared, while some areas, e.g. Vimy Ridge, have been deliberately preserved as memorials. In addition, the innumerable military cemeteries, extending along the whole line, prevent the countryside from altogether resuming its former aspect.

HOTEL CHARGES. Since the stabilization of the franc in 1928 hotel-prices have shown much less tendency to fluctuate, and the charges quoted in the text, stated in accordance with tariffs issued by the hotels themselves and supplemented by the personal experience of the Editor and his Staff, as well as by information supplied by travellers, may be safely accepted as a basis for calculating expenses.

MOTORING. The direct motor-roads between the principal towns are briefly indicated, with mileages, at the head of the corresponding railway-routes, and motorists will thus find the Guide conveniently adaptable to their special needs, though it is not intended to supersede the formal road-book. In the battle area, also, the road-routes to many points of interest are described. Some useful hints and information for motorists in France are given on p. lxv, followed by an English-French glossary of technical motoring terms.

Under a mutual arrangement between the Blue Guides and the Guides Bleus, much of the topographical description and practical

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detail in the following pages are based upon information contained in the volumes edited by M. Marcel Monmarché for Messrs. Hachette of Paris. This valuable material, however, supplemented in the course of visits to France paid by the Staff of the Blue Guides and by information obtained direct from many local sources, has been re-edited and re-written from the point of view of English-speaking travellers, while the practical information has been adapted to their requirements and points of special interest to them have been added or expanded.

With the exception of the atlas (at the end of the book), the small map illustrating the fluctuations of the battle front (p. lii), and the small sketch-plans of battles, the maps and town-plans in the volume have been prepared by Messrs. Hachette of Paris.

No one is better aware than the Editors of the difficulty of avoiding errors, and suggestions for the correction or improvement of the Guide will be most gratefully welcomed.

Advertisements of every kind are rigorously excluded from this and every other volume of the Blue Guides Series.

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Explanations

MAPS AND PLANS. For convenience in handling the Guide on the spot the maps and plans throughout the text are inserted, as far as practicable, immediately *after* the matter to which they relate.

TYPE. The main routes are described in large type, smaller type being used for branch-routes and excursions, for historical and preliminary paragraphs, and (generally speaking) for descriptions of minor importance. An effort has been made to avoid inflicting on the traveller long paragraphs in small print to be read within poorly lighted buildings.

ASTERISKS indicate points of special interest or excellence.

POPULATIONS are given according to the census of 1926.

DISTANCES are given both in miles and in kilometres (5 m. = 8 km.).

ABBREVIATIONS. In addition to generally accepted and self-explanatory abbreviations, the following occur in the Guide :

Abp. = Archbishop.
Av. = Avenue.
Boul. = Boulevard.
c. = centime, circa (about).
cent. = century.
D. = dinner.
Div. = Division.
fr. = franc.
Fr. = French.
G.H.Q. = General Headquarters.
H.Q. = Headquarters.
in. = inch.
km. = kilometre.
L. = luncheon.
L.M.S. = London, Midland and Scottish Railway.
m. = mile.
Pl. = Plan.
P.L.M. = Paris-Lyon-Méditerranée (railway).
R. = room.
Rte. = Route.
S.R. = Southern Railway.
s. s. = steamship.
Ste. = Sainte.

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HISTORICAL SKETCH OF FRANCE

Roman Period. The foundations of modern France may be said to date from the passage of the Alps by the Romans in 121 B.C. and the establishment of the province of Gallia Narbonensis; but the whole of France as we now understand it did not pass under the control of Rome until after Cæsar's decisive defeat of VERCINGETORIX at Alésia (p. 253) in 52 B.C. The speech, the culture, and the roads of Rome soon spread over Gaul, and in the 2nd cent. the country was Christianized. The barbarian mercenaries (Franks) called in to defend the frontiers of the declining Roman Empire soon wearied of their alliance with the degenerate Gallo-Romans, and in the 5th cent., after the repulse of Attila and his Huns at the Catalaunian Fields (p. 142; 451 A.D.), they became masters of the land, the most powerful tribe being the Salian Franks under their leader Merovius.

Merovingian Period. The descendants of Merovius under CLOVIS defeated the Romans at Soissons (486) and the Alemanni at Tolbiac (496), and soon afterwards adopted the religion of the beaten Gauls. The division of the kingdom among Clovis's sons resulted in the bloody conflict between Austrasia (Lorraine and the Rhineland) and Neustria (N.W. France). Internecine struggles weakened the Merovingian dynasty and the ruling power passed into the hands of the mayors of the palace. Greatest of these was the Austrasian CHARLES MARTEL, who checked the tide of the Arab invasion near Poitiers in 732; his son PEPIN THE SHORT (752–768) deposed the last of the Merovingians and founded a new dynasty.

Carlovingian Period. CHARLEMAGNE (768–814), the son of Pepin, in close alliance with the Pope, widely extended his dominions, and in 800, being supreme in France, Germany, and Italy, was crowned Emperor of the West. The system of dividing the central power, which was to bring so much trouble to France, soon disintegrated Charlemagne's empire, and in 843, by the treaty of Verdun, the portion of his territories that was destined to become the realm of France fell to his grandson CHARLES THE BALD (840–877). Further division ensued and France became little more than a collection of feudal states, the situation being worse complicated by the invasion of Northern pirates, who won for themselves the duchy of Normandy (911). In 987 the Carlovingian

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monarchy disappeared before the overlordship of the Duke of France (i.e. Île-de-France), HUGH CAPET (987–996).

House of Capet. The next 150 years were occupied in the struggle betwixt the central power and the subordinate feudal lordships, while a new factor arose with the wealth and influence of the great cities. In 1154 the marriage of Henry II of England to Eleanor of Guienne, who brought him about one-third of France as her dowry, began the long struggle between the King of France and his greatest vassal the King of England. PHILIP AUGUSTUS (1180–1223) won back a great part of the lost provinces from John of England; but his energetic reign was followed by a century of intermittent wars and attempted reforms which endured until the extinction of the direct branch of the Capetians in 1328.

House of Valois. The claim of PHILIP OF VALOIS (1328–1350) to the throne of France was disputed by Edward III, who invaded France, routed the French army at Crécy (p. 24; 1346), and inflicted another defeat on JOHN II at Poitiers in 1356. The ravages of the French and English soldiery aroused both peasants and burgesses to revolt and, immediately after Poitiers, Étienne Marcel, provost of the merchants, raised the standard of rebellion in Paris, while the land was tormented by the Jacquerie or peasants' rising. Both disturbances were quelled, and in 1360, by the treaty of Brétigny, the King of England abandoned his right to the French throne. The prudence of CHARLES V (1364–80) was in a fair way to settle the troubles of his stricken kingdom, but the fatal madness of his son CHARLES VI (1380–1422) resulted in the division of the country between rival regents, which developed into the struggle between the Burgundians and the Armagnacs. Henry V of England, seizing the occasion, invaded France, defeated a French force at Agincourt (p. 17; 1415), and by the treaty of Troyes (p. 173; 1420) received the hand of Catherine, daughter of King Charles, together with the right of succession to the French throne. But England in its turn was thrown into civil conflict, and a new champion arose to defend the rights of CHARLES VII (1422–61). JOAN OF ARC (1412–31), born at Domrémy (p. 156) in 1412, raised the standard of France, and, after a brilliant campaign, defeated the English at Orléans in 1429. Captured at Compiègne (p. 89) in 1430 by the Burgundians, she was delivered to the English and burned at the stake in Rouen. But her campaign continued its success, and by 1453, of all the once extensive English possessions in France, Calais alone remained.

With LOUIS XI (1461–83) modern French history begins. This brilliant and unscrupulous politician, relieved from the English menace, proceeded to crush the great feudal lordships that encroached upon his sovereignty. Greatest of these was the duchy of Burgundy, ruled by CHARLES THE BOLD (1433–77), the scion of

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a younger branch of the House of Valois and a worthy opponent of Louis. The peace of Péronne (p. 96; 1468) gave Charles a momentary advantage, but Louis managed to alienate Charles's English allies by the treaty of Picquigny (p. 24; 1475), and, after Charles's death before the walls of Nancy (p. 164), speedily overwhelmed his successor and entered Dijon in triumph. Louis quickly mastered his lesser adversaries, and brought Artois, Franche-Comté, Provence, Anjou, and Maine into direct allegiance to the crown. CHARLES VIII (1483–98), LOUIS XII (1498–1515), and FRANCIS I (1515–47) were occupied largely with indecisive campaigns in Italy, and the only real result of their campaigns was the establishment in France of the literary ideas and artistic conceptions of the Italian Renaissance. Charles and Louis were successive husbands of Anne de Bretagne, whose dowry, the important duchy of Brittany, was formally united to France in 1532, on the death of her daughter, wife of Francis I. The reign of HENRI II (1547–59) saw the acquisition by France of the Three Bishopries (p. 148) and of Calais, and the conclusion of the Italian wars; but under FRANCIS II (1559–60) arose the bitter struggle of the religious wars which darkened the remaining years of the century. The oppression of the Protestant Huguenots culminated under CHARLES IX (1560–74) with the Massacre of St. Bartholomew (Aug. 23rd and 24th, 1572), and the reign of HENRI III (1574–89) saw the bitter struggle of the 'three Henries': the king, the ultra-Catholic Henry of Guise, and the Protestant Henry of Navarre.

House of Bourbon. The struggle ended in the assassination of Henri III and the accession of Navarre as HENRI IV (1589–1610). He signalized his success by the promulgation of the Edict of Nantes (1598), awarding liberty to the Protestants, but was obliged to accept conversion to the Church of Rome before he could assume royal power. The admirable reforms and economies instituted by Henri and his minister Sully were brought to naught by the extravagant favourites of his successor, LOUIS XIII (1610–43), until the advent of CARDINAL RICHELIEU (1624). The great minister's chief aims were the establishment of absolute royal power, and the suppression of Protestant influence in politics. The latter was achieved by the capture of La Rochelle in 1628, while the insurrections of the great nobles were repressed with heavy penalties. Richelieu next turned his attention to the house of Austria, which under the great Emperor Charles V had enlarged its powers by encroaching on the boundaries of France. The entry of France into the Thirty Years' War, in alliance with Gustavus Adolphus of Sweden, with the ostensible object of aiding the German Protestants, was followed by the martial successes of the Great Condé and the capture of Artois, Picardy, Alsace, and Roussillon. Richelieu died in 1642 and Louis in the following year

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Louis XIV (1643–1715), aided by Cardinal Mazarin, continued his predecessor's policy with success. Meanwhile, however, the expenses of campaigning were causing trouble at home, and after the treaty of Westphalia (1648), which assured to France the possession of Alsace and the Three Bishoprics, the civil war known as the Fronde broke out in France. Condé, having quarrelled with the court party, allied himself with Spain, who had not subscribed to the Westphalian treaty, but the victory of Turenne, the royal leader, at the battle of the Dunes (p. 30; 1658) forced the Spaniards to sign the treaty of the Pyrenees, ceding Artois and Roussillon to France. At the death of Mazarin in 1661, Louis announced his intention of governing without a prime minister, and, ably seconded by subordinate commanders, entered upon a series of campaigns which increased the territory of France, but depleted the national wealth. A rapid campaign in 1667–8 secured the possession of many towns in Flanders, while the Dutch War of 1672–8 ended in the peace of Nimwegen and the absorption of Franche-Comté. The less successful campaign against the League of Augsburg (1686–97) and the War of the Spanish Succession (1701–13), in which the French forces suffered at the hands of Marlborough and Prince Eugene, though Marshal Villars won a victory at Denain (p. 102) after the withdrawal of the English from the war, brought Louis's long reign to a disastrous close. The marriage of Louis XV (1715–74) to Maria, daughter of Stanislas Leczinski, the deposed king of Poland, drew France into the war of the Polish succession. Stanislas was consoled for the loss of his throne by becoming duke of Lorraine for life; and on his death (1766) the province passed to the French crown (comp. p. 210). Next followed the War of the Austrian Succession, in which Louis was allied with Frederick the Great of Prussia, in opposition to England and Holland, who supported the cause of Maria Theresa, Empress of Austria. In spite of a brilliant victory at Fontenoy (p. 39; 1745), the French gained little from the war, which saw the increase of English maritime power and the expansion of the kingdom of Prussia. The Seven Years' War (1756–63) brought disaster to the French arms in three continents, with the loss of some of the most flourishing colonies. Louis XVI (1774–92) on his accession found the people enraged by his predecessor's extravagance and want of military success, and his character, though well-meaning, was too weak to cope with the situation, more especially as he was burdened with an extravagant wife and unwise counsellors. In spite of a successful foreign policy, which gave support to the Americans in their struggle against England and won back some of France's lost colonies, the **Revolution** began at Versailles with the transformation of the States General into a National Assembly (June 17th, 1789), when the third estate swore not to disband until a constitution had been

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given to the country. The stubborn resistance of the privileged classes provoked an insurrection of the populace of Paris, which culminated in the fall of the Bastille (July 14th, 1789). After an ineffectual attempt to flee the country in 1790 (comp. p. 147), Louis was forced to recognize the CONSTITUENT ASSEMBLY, which straightway proceeded to frame a constitution. The queen and the nobles sought aid from abroad, but the assembly declared war on Austria and Prussia before they could invade the country. The revolutionary armies were at first unsuccessful, and the exasperated people declared the monarchy at an end, and the power passed to the more advanced republicans, who established the CONVENTION on the very day when the tide of war turned in France's favour at the battle of Valmy (p. 144). Royalist insurrections were countered by the institution of the ruthless *Committee of Public Safety* (March 1793) and a régime of terrorism endured until July 27th, 1794, the date of the fall of Robespierre. In the following year the DIRECTORY of five members assumed power, and General Bonaparte first came into prominence as leader of the French campaign against the Austrians in Italy. A series of brilliant victories ended in the peace of Campo-Formio in 1797, and Bonaparte directed his attention to the resistance of England. After an ineffectual attempt in 1799 to destroy the British fleet at the battle of the Nile, he returned to France, and, finding the Directory generally detested, established the CONSULATE by the coup d'état of Nov. 9th and 10th, 1799, becoming himself First Consul the following year. A new constitution (1802) awarded Bonaparte the consulate for life, and on May 18th, 1804, he caused himself to be declared Emperor of the French.

First Empire. Brought face to face with a new coalition of England, Austria, and Russia, NAPOLEON I crushed the two last at Austerlitz in 1805 and imposed on them the humiliating peace of Pressburg, only to find that his fleet had been destroyed in the same year at Trafalgar. Immediately afterwards Prussia united herself with the Allies, a move which was answered by the crushing defeat of her armies at Jena and Auerstädt (1806). A further campaign against the Russians ended in the Agreement of Tilsit between Napoleon and the Czar. Meanwhile the Spaniards, by their resistance to Joseph Bonaparte, who had been declared King of Spain by his brother, had induced England to send an army to their assistance. The success of the British forces tempted Austria to renew her struggle, but the battles of Essling and Wagram completed the destruction of Austrian power, and the peace of Vienna (1809) marks the apogee of Napoleon's power. A succession of disasters followed. A suicidal expedition into Russia led to the annihilation of the French army by 'Generals January and February' at the crossing of the Beresina (1813), while the British

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army drove the French foot by foot out of the Peninsula, crushing them finally at Toulouse (1813). In the same year the defeated Prussians, making a final effort, won a great success at Leipzig, and in 1814 they invaded France. By the treaty of Fontainebleau, Napoleon abdicated and retired to the island of Elba.

House of Bourbon (restored). The treaty of Paris (May 30th, 1814) cancelled almost all the conquests of the Republic and the Empire. This was the first humiliation of the reign of LOUIS XVIII (1814–24), and another followed when, in 1815, Napoleon escaped from Elba for the 'Hundred Days' (March 26th–June 24th), which, however, ended after Waterloo (June 18th) in his banishment to St. Helena. CHARLES X (1824–30) proved that the Bourbons could 'learn nothing and forget nothing,' and the reactionary ordinances of St-Cloud, suppressing the liberty of the Press, led to the 'July Revolution' of 1830 and the loss of the throne.

House of Orléans. LOUIS-PHILIPPE (1830–48), son of 'Philippe-Égalité' d'Orléans of the Revolution, was chosen head of the 'July Monarchy,' and completed the conquest of Algeria, begun by his predecessor. The conservative policy of Guizot, however, did not suit the temper of the French, and the 'February Revolution' of 1848 overthrew the last king of France.

Second Republic and Second Empire. The moderate provisional government which succeeded was soon abolished (June, 1848) and Louis Napoleon, nephew of the Emperor, was elected president of the republic; taking advantage of the sentimental prevalence of the 'Napoleonic idea' throughout the country he achieved his celebrated 'coup d'état' in Dec. 1851. Next year a plebiscite accepted him almost unanimously as emperor. NAPOLEON III (1851–70) adopted the skilfully misleading motto of 'L'Empire c'est la paix.' As a fact his reign is a succession of wars. In the Crimean War he allied himself with England and Turkey against Russia (1854–6). In 1859 he undertook the deliverance of Italy from the Austrian oppressor, and having won Italian friendship by the conquest of Lombardy, threw away his advantage by demanding Savoy and Nice in payment. A succession of trying campaigns in Syria, Indo-China, and Mexico enfeebled the French armies, so that in 1870–71 they fell an easy prey to the extending power of Prussia, and an inglorious campaign ended with the capitulation of Sedan (p. 139) and the loss of Alsace and Lorraine. Attributing their humiliation to the unwisdom of the Emperor, the infuriated French nation deposed him, and on Sept. 4th, 1870, the Third Republic was established.

Third Republic. The history of the Republic began inauspiciously with the siege and surrender of Paris (Jan. 1871), and the establishment of order was delayed by the *Insurrection of the Communards* in Paris (March 18th–May 29th, 1871), but the trouble

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subsided and Adolphe Thiers was declared President of the Republic. From 1871 to 1914 France enjoyed the general material prosperity of the later 19th century. In 1905 was established the 'Entente Cordiale' between France and Great Britain.—For the French share in the War of 1914–18, see p. xlix.

GOVERNMENT AND ADMINISTRATION.

By the constitution of 1875 the supreme legislative power in the French Republic is vested in the *Chamber of Deputies*, elected by male adult suffrage for a period of four years, and the *Senate*, indirectly elected by delegates of public bodies for a period of nine years; while the chief executive power is exercised by the *President of the Republic*, elected for a term of seven years by the two houses united in *National Assembly*. For administrative purposes France is divided into 90 *Départements* (including those restored by the treaty of Versailles) formed arbitrarily in 1790 out of the old provinces or military governments, and with few exceptions named after some natural feature, generally a river. Each department is administered by a 'préfet,' appointed by the President and assisted by a 'conseil général,' and its chief town is the seat of the 'préfecture.' Departments are subdivided into *Arrondissements*, each with its 'sous-préfet' and its 'sous-préfecture.' The arrondissement is the electoral unit and elects one representative to the Chamber of Deputies, or one for every 100,000 inhabitants when the population exceeds that figure. The *Canton*, a subdivision of the arrondissement, is the judicial unit, under a 'juge de paix.' Each canton sends one representative to the 'conseil général' of the department and one to the 'conseil d'arrondissement,' but is not otherwise an administrative division. The canton includes a number of *Communes*, or parishes, each presided over by a 'maire,' and the commune is the administrative unit of local government. In large towns, as in England, the maire is a dignitary of much importance, but in villages he often follows a humble calling. In Paris the chief magistrate is the Préfet de la Seine, though each of the twenty arrondissements into which the city is divided has its local 'maire.'

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RULERS OF FRANCE

Merovingians.

481–511. Clovis, king of the Franks.
511–752. Kings of Paris, Neustria, Austrasia, Burgundy, etc.

Carlovingians.

752–768. Pepin the Short.
768–814. Charlemagne.
814–840. Louis the Debonair.
840–877. Charles the Bald.
877–879. Louis the Stammerer.
879–882. Louis III [and Carloman].
882–884. Carloman.
884–888. Charles the Fat.
[888–898. Count Odo (Eudes) of Paris.]
898–922. Charles the Simple.
[922–936. Robert and Rodolf, kings of the barons.]
936–954. Louis d'Outremer.
954–986. Lothair.
986–987. Louis V.

House of Capet.

987–996. Hugh Capet.
996–1031. Robert.
1031–1060. Henri I.
1060–1108. Philip I.
1108–1137. Louis VI (le Gros).
1137–1180. Louis VII (le Jeune).
1180–1223. Philip Augustus.
1223–1226. Louis VIII.
1226–1270. Louis IX (St. Louis).
1270–1285. Philip III (le Hardi).
1285–1314. Philip IV (le Bel).
1314–1316. Louis X (le Hutin).
1316. John I.
1316–1322. Philip V (le Long).
1322–1328. Charles IV (le Bel).

House of Valois.

1328–1350. Philip VI.
1350–1364. John II (le Bon).
1364–1380. Charles V (le Sage).
1380–1422. Charles VI (le Bien-Aimé).
1422–1461. Charles VII (le Victorieux).
1461–1483. Louis XI.
1483–1498. Charles VIII.
1498–1515. Louis XII.
1515–1547. Francis I.
1547–1559. Henri II.
1559–1560. Francis II.
1560–1574. Charles IX.
1574–1589. Henri III.

House of Bourbon.

1589–1610. Henri IV.
1610–1643. Louis XIII.
1643–1715. Louis XIV.
1715–1774. Louis XV.
1774–1792. Louis XVI (d. 1793).

Revolution and First Empire.

1792–1804. First Republic.
1804–1814. Napoleon I.

House of Bourbon.

1814–1815. Louis XVII.
1815. Napoleon I ('the Hundred Days').
1815–1824. Louis XVIII.
1824–1830. Charles X.

House of Orléans and Second Republic.

1830–1848. Louis Philippe I.
1848–1852. Second Republic.

Second Empire.

1852–1870. Napoleon III.

Third Republic.

Presidents: Adolphe Thiers, 1871–73. — Marshal Mac-Mahon, 1873–79. — Jules Grévy, 1879–87. — Sadi Carnot, 1887–94. — J. Casimir-Périer, 1894–95. — Félix Faure, 1895–99. — Émile Loubet, 1899–1906. — Armand Fallières, 1906–13. — Raymond Poincaré, 1913–20. — Paul Deschanel, 1920. — Alexandre Millerand, 1920–24. — Gaston Doumergue, 1924.

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THE BRITISH CAMPAIGNS IN THE WEST

By Major-General Sir Frederick Maurice, K.C.M.G.

At 11 a.m. on August 3rd, 1914, when it had become clear that Germany was about to violate the neutrality of Belgium, the order for the mobilization of the British army was issued, and thirty-six hours later, at 11 p.m. on August 4th, Great Britain and Germany were in a state of war.

1914. The little British Expeditionary Force of four divisions and a cavalry division, in all about 70,000 combatants, assembled under the command of Sir John French between the 17th and the 20th of August, just S. of the French fortress of Maubeuge. On the 21st it marched northwards, crossing the Belgian frontier near the battlefield of Malplaquet, and on the evening of the 22nd took up a position on either side of Mons on the extreme left flank of the Allied armies. On the British right along the Sambre lay the French 5th Army, which extended as far as the Meuse above Dinant, and had its centre near the great industrial district of Charleroi. The Allied line pivoted on the fortress of Namur, which was held by a Belgian garrison reinforced by a French detachment. Already on the 22nd the Germans, after some preliminary skirmishes, had begun a serious attack upon Namur, but the resistance of Liége encouraged the belief that it would surely hold out long enough to enable Joffre, the French commander-in-chief, to develop his plans and complete the concentration of the armies which formed his left flank. On this same day the centre of the French 5th Army had been pushed back from the Meuse and to the E. of Charleroi, but De Lanrezac, its commander, had not engaged his main forces, some of which were still on the march to the battlefield. The great strength of the German movement had not yet been divined, and the situation caused the Allied commanders no special anxiety. The British troops therefore took up their positions round Mons, which was seething with an excited Belgian population, in a spirit of cheery confidence. To the S.E. of the town, along the ridge which runs from Harmignies roughly parallel to the Mons–Beaumont road, stood Sir Douglas Haig's 1st Corps, its right connecting with the left of the French 5th Army on the Sambre. Sir Horace Smith-Dorrien's 2nd Corps held the Bois la Haut, which dominates the town of Mons to the S.E., the loop of the Canal de Condé at Nimy, N.E. of the town, and a forward position along the canal just N. of the town, extending W. in the direction of Condé, with Allenby's cavalry on his left flank. The canal line was intended to be little more than an outpost position, and Smith-Dorrien had

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selected a main position S. of the town on the more open ground near Ciply. A good general view of this scene of the first meeting of British and German troops in the war can be obtained from the tower which rises like a lighthouse from the market-place of Mons.

The German right wing had occupied Brussels on August 20th and was known to be marching on Mons, but the impression at Joffre's headquarters was that it was not superior in numbers to Sir John French's army, and in these circumstances the British commander-in-chief decided to stand and fight. In fact, however, Von Kluck, who commanded the 1st German Army, was marching on Mons with five corps and three cavalry divisions against two corps and one cavalry division. Luckily for the British Von Kluck played his cards badly, and began the battle of Mons before he was ready to strike with his whole strength. His attack opened about 10 A.M. on August 23rd against Smith-Dorrien's right on the canal near Nimy and extended gradually W. along the canal towards Condé. The rapid rifle-fire of the British infantry inflicted very heavy losses on the German masses as they came down to the canal, but weight of numbers forced them back from Nimy, and during the afternoon and evening Smith-Dorrien's 3rd and 5th Divisions were withdrawn to their main position S. of the canal, the Germans making no attempt against that position after dusk. Von Kluck was slowly marshalling his hosts for a crushing blow to be delivered the next morning, but that evening Sir John French learned from Joffre of Von Kluck's real strength, and was at the same time informed of the fall of Namur and of the defeat of the French 5th Army on his right flank. Retreat was the only course if the British were to escape the sweep of the avalanche which threatened to overwhelm them, so at an early hour on the 24th Sir Douglas Haig, whose corps had hardly been engaged the previous day, skilfully withdrew his men and marched S.W. towards Bavai. Smith-Dorrien on the exposed left flank had more trouble, for his men were more scattered as the result of the previous day's fighting; and before he could get away Von Kluck, who had brought all his army up to the battlefield, began a belated attempt first to crush the British left flank and then to envelop their whole army. Only by heroic rearguard fighting, about Dour and Audregnies, in which they suffered heavily, did Ferguson's 5th Division, aided by Allenby's cavalry, succeed in escaping from the clutches of the German columns which, moving S. from Condé, attempted to surround them. On that night the little British army lay on either side of Bavai with the great Forest of Mormal immediately behind it. On the 25th the army was divided by this forest, Haig with the 1st Corps marching E. of it to Landrecies, Smith-Dorrien and Allenby's cavalry moving W. by Le Quesnoy towards Le Cateau. Haig, sheltered by the French fortress of Maubeuge, completed his

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march without difficulty, but Smith-Dorrien was pressed by Von Kluck's cavalry, and many of his troops did not reach their billets until after midnight, worn out by marching and rearguard fighting under a hot August sun. Sir John French desired to continue the retreat on the 26th, as Von Kluck was still working round his left flank in greatly superior force; and Haig, after repulsing determined night-attacks by the enemy at Landrecies and the neighbouring village of Maroilles, again succeeded in disengaging his corps.

Smith-Dorrien's task was far more difficult. He had been followed from Mons by four of Von Kluck's five corps; the enemy were close upon him, and he found that his troops were in no condition to continue immediately an ordered retreat. During the 26th he had been reinforced by the 4th Division, just arrived from England, and by a French cavalry corps, which had been sent by Joffre from the French 5th Army round to his left flank, and had taken post to the S.E. of Cambrai, a town occupied by some French reserve troops. With this assurance of some support upon his exposed flank he determined to stand and fight upon a position, which had been roughly entrenched, just S. of the Le Cateau–Cambrai main road. This position extended from the S. outskirts of Le Cateau by Troisvilles and Audencourt to Caudry, and then swung S.E. to Esnes. Here Smith-Dorrien held off the German attacks from dawn until 2 p.m., when the British general, finding the enemy's movement against his flanks developing, and hoping that the approach of darkness would delay pursuit, ordered a general retreat. This bold withdrawal from a battle-field in broad daylight was successfully accomplished with the loss of some detachments which did not receive their orders, of much light transport wrecked by the enemy's shell-fire, and of some guns. The 2nd British Corps, with the 4th Division and Allenby's cavalry attached to it, marching S. day and night. had by the morning of the 28th crossed the Somme at and in the neighbourhood of Ham, Haig's 1st Corps at the same time continuing its retreat down the valley of the Oise without serious molestation. The 2nd Corps, worn out by incessant fighting and marching, was for the time being in no condition to meet a serious attack, but Von Kluck, instead of pressing a direct pursuit, continued to march S.W. on Amiens, with the double object of cutting off the British from their bases on the Channel and of outflanking the French forces on their left.

Sir John French had already taken the precaution of transferring his base to St-Nazaire on the Atlantic, and Von Kluck's outward sweep, delayed by the resistance of the French troops on the Somme near Péronne, gave the British time to re-form and obtain much-needed sleep and rest, so that the enemy missed the chance of crushing the little army which at one time was in his power. The Briti-

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position was further improved on August 29th by a successful counter-attack which the French 5th Army delivered near Guise on the Oise against the German 2nd Army under Von Bülow.

Von Kluck's menace to the Allied left flank, however, still remained, and Joffre, who was busy transferring troops from his extreme right to his extreme left to meet that menace, was not yet ready, so that the retreat had to be continued. Accordingly, the British army crossed successively the Oise and the Aisne, and on September 1st both Haig's and Smith-Dorrien's corps were again united S. of the forest of Villers-Cotterets. On that day they came into contact with and roughly handled large bodies of Von Kluck's cavalry. That general appears to have been satisfied that neither the French troops immediately opposed to him nor the British army which he had met at Mons and Le Cateau were in a condition to offer battle, and to have conveyed that impression to Von Moltke, the German chief of the general staff, who ordered him to march from Amiens straight to Château-Thierry on the Marne, with the object of striking at the flank of the French 5th Army and cutting it off before it could cross the river. This movement again brought the British into contact with Von Kluck, who found to his surprise that they offered a bold front and were by no means a negligible quantity. He was, however, committed to his new movement, and continued his march to the Marne, which the British crossed on either side of Meaux on September 3rd. By this time the new army, which Joffre was creating on his left flank, by uniting with the French troops who had fought on the Somme others brought up by rail to Paris, was taking shape under the command of General Maunoury. Von Kluck, in ignorance of the danger which threatened his flank and rear, crossed the Marne between Meaux and Château-Thierry on September 4th, leaving only one corps to watch Maunoury, who had his army assembled N.E. of Paris. On September 5th Maunoury struck at this corps of Von Kluck's to the N. of Meaux, and pressed it back towards the Ourcq, and on the same day the long British retreat came to an end just S. of the Forest of Crécy, which lies S.E. of Paris. On the early morning of September 6th the British troops joyfully turned their faces N., and advancing towards Coulommiers on the Grand-Morin, found to their surprise that they were opposed by little more than cavalry, whom they pressed back without much difficulty. During the night of the 5th–6th Von Kluck had in fact marched the greater part of his infantry, which had been opposing the British, back across the Marne, hoping to overwhelm Maunoury while his mounted men delayed the British progress. During the next three days a fierce struggle took place N. of Meaux and just W. of the Ourcq, Maunoury's army being more and more hardly pressed as Von Kluck's reinforcements arrived, but, thanks to a stream of reinforcements

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which poured out to it from Paris, just holding its own. Meantime the British army and the French 5th Army on its right advanced steadily towards the Marne. Sir John French defeated on September 8th a mixed force of German cavalry and infantry which attempted to delay him on the Petit-Morin, and at an early hour on the 9th the British crossed the Marne to the W. of Château-Thierry. Von Kluck now found himself between two fires. He had not succeeded in defeating Maunoury, and he had no men left to oppose the British progress which threatened the flank and rear of his forces fighting on the Ourcq. To escape from his danger he ordered a general retreat on the Aisne. On the evening of the same day Foch, whose troops during the previous three days had been hard put to it to stop a desperate effort of the Germans to break through the Allied centre to the S. of Châlons, seized the opportunity presented by a weakening of the enemy's line to deliver his famous counter-attack near the marshes of St-Gond. Von Bülow's second army had been forced to stretch out a helping hand to Von Kluck, and in so doing had left a gap in their line. Through this gap Foch delivered the blow which turned the first battle of the Marne into a victory that wrecked the German plans for the rapid conquest of France, and compelled the enemy's whole line to the W. of Verdun to fall back. Throughout September 10th, 11th, and 12th the British army pursued the retreating Germans through Oulchy, Fère-en-Tardenois, and Braisnes, and on the evening of the 12th found the enemy standing to oppose their farther progress on the Aisne.

The battle of the Aisne began on September 13th, the British front extending from Bourg through Vailly to the E. outskirts of Soissons. Sir John French's army now consisted of three corps, the 3rd Corps, under Sir William Pulteney, having been formed during the retreat from Mons. In the battle of the Aisne Haig's 1st Corps was on the right between Bourg and Vailly, Smith-Dorrien's 2nd Corps in the centre about Vailly and Missy, Pulteney's 3rd Corps on the left near Soissons. All three corps succeeded in forcing the passage of the river, but only Haig on the right made any material progress, the others being unable to do more than gain a precarious footing on the N. bank. Even Haig's corps after a fierce struggle was brought to a stand against the famous Chemin-des-Dames Ridge. The enemy's retreat was at an end. The Germans had turned troops S. from Belgium and from Maubeuge (which fortress had fallen into their hands a few days before), and were not only able to prevent the British from advancing farther, but to deliver a series of fierce attacks intended to throw them back across the river. All these attacks were repulsed without any gain of ground by the enemy, and by September 20th the battle had ended in the deadlock of trench warfare, broken only by occasional

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attacks delivered by the enemy without much system until the end of the month. By then Sir John French had come to an agreement with General Joffre by which the British army was to be transferred once more to the Allied left flank and moved up into Flanders. The relief of British troops on the Aisne by the French troops was begun on October 3rd, and by October 19th the whole army was assembled between Béthune and St-Omer. As early as October 11th Allenby's cavalry, which was the first to move N., had come into contact with the Germans on the Béthune–Aire Canal, had pushed them back and occupied Hazebrouck. Smith-Dorrien's corps, which followed, swung round through Béthune, and pivoting on the left flank of the French, who were engaged with the Germans holding La Bassée, slowly pushed back a strong force of German cavalry and occupied Neuve-Chapelle, and pushed on to the La Bassée–Lille road. Meantime the 3rd Corps had advanced through Hazebrouck and occupied Bailleul, and followed this by securing Armentières and the line of the river Lys.

Sir John French had hoped to be able to gain possession of Lille, and by continuing his movement E. to outflank the German line, but as it happened the enemy were simultaneously planning a similar movement against the British, and were about to launch a great attack designed to retrieve their fortunes on the Marne by the capture of Calais. For this operation they were bringing into the field a number of new corps which had been formed since the outbreak of the war. This phase of the war opened with the siege and capture of Antwerp by the Germans. In an endeavour to save the great Belgian fortress the British had, besides reinforcing the Belgian garrison with a naval contingent, disembarked early in October at Ostend and Zeebrugge a force under Sir Henry Rawlinson, composed of the 7th Division, commanded by General Capper, and the 3rd Cavalry Division, commanded by General Byng. Rawlinson was, however, too late to do more than assist in covering the retreat of the remnant of the Belgian army, and this accomplished, he moved towards Ypres, on which Sir Douglas Haig was marching with his 1st Corps from St. Omer. The last ten days of October saw a fierce battle raging from the North Sea coast near Nieuport through Dixmude and Ypres, by Wytschaete and La Bassée. Smith-Dorrien's 2nd Corps was driven from Neuve-Chapelle but stayed the enemy's progress just W. of that village, until relieved by the Indian Corps, which had landed at Marseilles and reached the front at a most opportune moment. Pulteney's 3rd Corps held on to Armentières and the line of the Lys, but Allenby's cavalry, which from Hazebrouck had moved through Messines and Wytschaete, was forced back from the ridge connecting those villages, the important hill of Kemmel to the W. of the ridge being saved by the timely arrival of British and French reinforcements.

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The loss of the Wytschaete ridge created the notorious salient of Ypres, in which the British troops were destined to suffer so much, for from the N. portion of the ridge the enemy's guns were able to fire into the flank and rear of the British positions covering the town. It was round Ypres and farther N. along the Franco-Belgian front on the Yser that the fiercest struggle took place. There the enemy made his main effort to break through to Calais, and there his fiercest attacks were broken. The crisis of the battle was reached on October 31st, on which day the enemy had all but forced his way through down the Menin–Ypres road, when a superb counter-attack by the Worcesters retook the village of Gheluvelt and brought him to a stand. Thereafter Haig's hard-pressed men were reinforced by a portion of Smith-Dorrien's Corps transported from the Neuve-Chapelle front, and the worst of the danger was over.

But the enemy still kept up incessant attacks, which culminated on November 11th in a great attempt by the Prussian Guard to open the road which their comrades had failed to clear. This attack too was shattered, and it proved to be the enemy's last serious effort. The calls of the Eastern front were too pressing to be longer neglected, and the Germans, adopting a strictly defensive policy in the West, transferred every man they could spare to fight the Russians. During the third week in November the British troops in the Ypres salient were relieved by the French, and the campaign of 1914 came to an end. The great German plan of conquest had been defeated, but at heavy cost.

1915. The little British army had in three months fought five great battles and innumerable minor engagements, and exhausted as it was it had now to battle with the horrors of a Flanders winter and of Flanders mud, without any of the appliances which later made trench life at all endurable. It won through, buoyed up by its own indomitable spirit and cheered by the constant arrival of reinforcements which Kitchener was sending out from home. The number of these reinforcements enabled Sir John French to organize his forces into two armies under Sir Douglas Haig and Sir Horace Smith-Dorrien, and to relieve gradually the majority of the French troops in Flanders. By March 1915 a continuous British line had been formed from Givenchy on the La Bassée Canal to Langemarck in the Ypres salient.

The French troops as relieved constituted an important reserve at Joffre's disposal, and the French commander-in-chief, desiring to take advantage of the weakening of the German forces in the West and to help Russia, who was being hard pressed, planned with Sir John French an offensive campaign for the early spring. This campaign was to take the form of a French attack in Champagne, another French attack to be conducted by General Foch on the British right against Loos and the Vimy Ridge, while the Briti

army attacked the Germans north of the La Bassée Canal. As a preliminary a purely British effort was arranged in order that our troops might gain experience in attacking modern trenches and might secure ground which would be invaluable in the bigger operations which were to follow. Accordingly on March 10th, after an intense bombardment, Sir Douglas Haig attacked and carried the village of Neuve-Chapelle and some of the German positions on either side of it. This battle, which cost 12,000 casualties and yielded 1687 German prisoners, did not give all the material results which had been expected, but it taught the British to appreciate the number of heavy guns and the amount of ammunition required for the preparation of an attack upon entrenched positions, and the question of the provision of shells became even more urgent than that of the provision of men. All possible economies were made to accumulate stocks of ammunition for the Franco-British offensive, which was timed to take place at the end of April, but before that date the enemy had taken the law into his own hands. On April 17th Sir Horace Smith-Dorrien with a portion of his 2nd Army carried out a small attack upon Hill 60, an important feature on the S.E. flank of the Ypres salient. The hill was taken, but the enemy promptly counter-attacked and some confused fighting followed, to be merged shortly in greater events, for five days later the second battle of Ypres began. On April 22nd the Germans discharged dense clouds of poison gas, mainly against the French troops holding the N. sector of the Ypres salient. Neither the British nor their Allies were prepared for this brutal and dastardly violation of the customs of war, and the French troops were overwhelmed, thus throwing open the flank of the 1st Canadian Division on the right. There followed a period of critical and severe fighting. The Canadians, and the 28th Division on their right, by a superb defensive held on until reinforcements reached the battlefield, but the efforts of the French to drive the enemy from the ground he had won were not successful, with the result that the salient which the British troops were holding became dangerously cramped and there was no course but to withdraw. This withdrawal was skilfully carried out by Sir Herbert Plumer in the first days of May. The line was drawn back to the W. of the village of Hooge, and the ridges which the British had held during the first battle of Ypres were perforce abandoned to the enemy. The enemy's attacks, accompanied by further and more extensive discharges of gas, continued up to May 25th, but he made no material impression on the new British position.

Despite this unexpected development Joffre decided to adhere to his plans, and on May 9th Sir Douglas Haig with the 1st Army began a series of attacks on the enemy's positions between the La Bassée Canal and Neuve-Chapelle, in co-operation with Foch's

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attacks farther south. Beyond detaining on their front a considerable number of German troops who might otherwise have been used against the French, the British efforts yielded no results of importance. Their forces had been weakened by the necessity of sending troops and ammunition to help Plumer at Ypres, and their stocks of shell had run perilously low. Nor were the efforts of the French much more successful. The attacks in Champagne produced no gains that materially affected the situation, and though Foch made useful progress towards the Vimy Ridge his attack upon Loos failed, and despite the desperate gallantry of his troops and the very heavy losses incurred in two months of strenuous fighting, he was unable to establish himself upon the ridge itself. The spring campaign of 1915 ended with the Allies no nearer a solution of how to break through the network of trenches which the Germans had established between the North Sea and the Swiss frontier.

During the summer the size of the British army steadily increased and its equipment as steadily improved. The majority of the Territorial divisions had arrived, and Kitchener's new armies had begun to follow, while heavy artillery and shell in more adequate quantities came out from home. A third British Army was formed under the command of Sir Charles Monro, and relieved the French troops between the Ancre and the Somme. Simultaneously the number of heavy guns and the stocks of shell at the disposal of the French had increased, and Joffre, with larger resources at his disposal, determined to make another great attempt to break through. His plan was that the British should relieve the French troops between the La Bassée Canal and Lens and attack Loos, while Foch on the right again attacked the Vimy Ridge, the main French effort being made at the same time to the S. of Rheims. The operations both of the British army and of Foch's troops were to be subsidiary to the great French attack farther S., on which very high hopes were built, and the British attempt was in turn to be subsidiary to that of Foch. The question whether the British achieved much or little depended therefore largely upon the degree of success gained by the French on their right.

The battle of Loos began in the early hours of September 25th with a great discharge of gas, which was the British revenge for the second battle of Ypres. The attack was made by the 1st and the 4th Corps of Sir Douglas Haig's army. These included divisions of the new armies, who here for the first time took part in a great battle. The Germans were surprised by the rolling clouds of gas and by the incomparable dash of the British troops, and at first progress was easy. The 15th Scottish Division captured Loos and swarmed over Hill 70, which dominates Lens; the 9th Scottish Division and 47th London Territorials also distinguished themselves greatly, and for a time it appeared as if a great victory were in the

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British grasp. Unfortunately Foch's attack on Vimy Ridge failed. The clouds of gas which had bewildered and confused the enemy made control of the British troops difficult, and the problem of bringing up reserves in time through the confusion of a modern battlefield had not yet been solved. The enemy counter-attacked, won back the greater part of Hill 70, and elsewhere also pressed the British in from some of the ground which they had won.

Throughout the next fortnight the Germans made repeated and fierce efforts to drive the British out of the salient which their progress had created, but despite all the enemy could do the British held on to the village of Loos and the ground on either side of it. The battle virtually ended on October 8th with the repulse of a great German attack upon Loos, but for nearly three weeks longer intermittent and at times very fierce fighting continued about Fosse 8, a coal-mine just S. of the village of Auchy, and the Hohenzollern Redoubt, an important German work connected with the defences of that mine. From the moment when it became clear that the French would be unable to take the Vimy Ridge, the prospects of any great measure of success on the N. battlefield had vanished, and the chances that the campaign of 1915 would materially change the fortune of war in the West turned on the course which events took in the south. Joffre's great assault, however, after a promising start was checked by the enemy before their rear lines of defence could be pierced, and the arrival of winter saw the resumption of the deadlock of trench warfare on the Western Front. Early in December Sir John French, who was feeling the strain of close on eighteen months of war, went home, and was succeeded in the supreme command of the British forces by Sir Douglas Haig.

1916. The story of the first half of the year 1916 is not one of stirring events on the British front. It is made up of a series of raids, local attacks, bombardments and counter-bombardments, gas attacks and mining operations, while the vital struggle was taking place round Verdun, where the great battle that was to last for many months opened in the middle of February. The first assistance which Joffre asked of the British was to relieve the French troops holding the front opposite Vimy Ridge and about Arras, and this the continued arrival of new army divisions enabled Sir Douglas Haig to do, with the result that the British front became continuous from the N. corner of the Ypres salient, where the British connected with the Belgian army, to a point on the river Somme about half-way between Amiens and Péronne. A 4th British Army was now formed and placed under the command of Sir Henry Rawlinson, and to this army was confided the task of preparing to give Joffre the next help he required. The French commander-in-chief had, with the help of the troops whom the

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British had relieved, been able to check the German attacks on the Verdun front, but he could not altogether stay them, and he realized that sooner or later a great Allied counter-offensive would be necessary to save the French fortress, which from the early days of the war had been the chief pivot of his defence. The counter-offensive was planned to take place astride the Somme, the major part of it being allotted to the British troops N. of the river, while Foch co-operated with them in an attack on the S. bank directed towards Péronne. The German defences on the front which the British attacked were of exceptional strength, the chalky soil of the Somme uplands permitting the excavation of deep dug-outs, which afforded shelter even from the heaviest bombardment. The British had now an ample artillery and an all but inexhaustible supply of ammunition, and so were able to prelude the assault with a rain of shell such as never before had fallen upon the enemy's trenches. The artillery bombardment began on June 24th and lasted almost without intermission until the infantry advanced at 7.30 A.M. on July 1st. But even this proved insufficient to destroy the enemy's machine-guns, hidden in their dug-outs until the British infantry began to approach, and the left of Sir Henry Rawlinson's attack failed to make any real impression. A secondary attack entrusted to troops of the 3rd Army, now commanded by Sir Edmund Allenby, who had succeeded Sir Charles Monro when the latter went out to the Dardanelles to superintend the evacuation of the Gallipoli Peninsula, met with no better success. If Rawlinson's left was unsuccessful his right did all and more than all that was expected of it, and in its first advance secured the important height of Montauban. South of the Somme the French attack surprised the enemy, who conceived the French to have been exhausted by the struggle round Verdun, and it swept forward more rapidly than did the British advance. Sir Douglas Haig thereupon decided to follow up the success of his right and to press forward, with the French, astride the Somme. To enable Rawlinson to devote his whole mind to this Haig formed the left of his attack into a 5th Army under the command of Sir Hubert Gough.

The battle of the Somme was divided into three phases. In the first of these the British fought their way up the slopes to the S. crest of the main plateau, and by July 17th had won their way through the enemy's second main defensive system, and established themselves on the crest at Delville Wood. The second phase, which lasted until the second week of September, consisted in a series of desperate attempts by the enemy to drive the British off the S. crest, and these having failed were followed by no less determined efforts to prevent them from making progress on the plateau. Slowly and painfully the British won their way forward, trench after trench was won from the enemy, and by September 9th High

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Wood was in British hands, the British looked down upon the slopes which fall away towards the river Tortille, and the greater part of the plateau had been won. The third phase of the battle, which lasted until November 11th, consisted in the gradual extension of British gains both along the plateau and down its forward slopes, Morval, Thiépval, and the whole of the Thiépval Ridge being captured. The battle of the Somme then merged into the battle of the Ancre, which began on Nov. 13th, and resulted in the capture of Beaumont-Hamel and Beaucourt, the enemy thus being gradually hemmed into a very pronounced salient between the valleys of the Ancre and the Scarpe. These results were achieved by November 18th, when the battle of the Somme may be said to have ended. In three and a half months of fierce fighting the British had captured over 38,000 prisoners, 29 heavy and 96 field-guns, 136 trench-mortars, and 514 machine-guns. More important still, the enemy had not only been compelled to relinquish his desperate struggle for the possession of Verdun but the Allies of the British had been enabled to take the offensive in their turn, and by the end of the year had won back from the Germans much of the ground they had gained in months of costly effort. It is beyond question that the combined effect of their failure at Verdun and of British successes on the Somme upon the German army went far towards bringing about that final collapse of their military strength which two years later astonished the world. These great results were won at a heavy price. The battle of the Somme was in essence a slogging match in which British grit outstayed German skill and discipline. It was the real baptism of fire of the new armies, and they won for themselves a place beside the bravest troops of history. They had not yet acquired the skill in manœuvre and the cunning in expedients which later on enabled them to win the same ground in one-third of the time and at less than half the cost, but their steadfast valour and unshaken determination triumphed in despite of losses which might have shaken the hardiest veterans. If the invincible valour of the infantry of the new armies is the outstanding feature of the battle of the Somme, next to it must rank the achievements in the air. Probably at no time in the war, except perhaps during its last few weeks, did British airmen attain such unrivalled ascendancy over the enemy as they won in this battle. Its effect was such that the Germans devoted the ensuing winter to remodelling their air-force, and thereafter concentrated against the British a high proportion of their air strength. Another striking event in the battle was the first appearance during its third phase of British tanks upon the field. Only small numbers were employed, and they rendered very valuable service, particularly in the operations which led to the capture of High Wood and of the N. crest of the plateau, but it was perhaps a mistake to make use of them

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before larger numbers could be employed and the infantry practised in working with them. The first results which they achieved were on the whole disappointing for these reasons, and it was not until later that the tank came into its own.

1917. During the latter part of November and throughout December and January 1917 General Gough's army, though greatly hampered by mud and bad weather, continually pressed the enemy on the Ancre, where his position became more and more difficult, and the British were not greatly surprised when on February 24th it was found that he had abandoned some of his positions on the river. This withdrawal was, however, soon followed by another which not only surprised us but vitally affected the whole campaign of 1917. Von Falkenhayn, who had succeeded Von Moltke as German chief of the general staff, was in his turn dismissed after the failure of the attacks upon Verdun, and his place was taken by Von Hindenburg, whose successes against Russia had made him the idol of the German people. In fact, however, Hindenburg was little more than a figurehead, and the real brain of the German headquarters was his assistant Von Ludendorff. Von Ludendorff had been deeply impressed by the events of the battle of the Somme, and saw that the German army would be worn out before it had settled with Russia if it were exposed to such another trial. He had therefore devised a colossal defensive system covering the important railway centres of Douai, Cambrai, and St-Quentin, which came to be known as the Hindenburg Line. This line was so designed as to be not only very strong but to shorten the German front very materially and so economize troops. The withdrawal extended from the Oise almost to the Scarpe—that is to say, it affected a considerable portion of the French front and more than the whole front upon which the British had been fighting during the battles of the Somme and of the Ancre. Its extent was not discovered until the middle of March, by which time the Germans had removed their heavy guns and war material, had by ruthless destruction created a desert in front of the Hindenburg system, and had left only rearguards to oppose the British. The opposition offered by these rearguards and the complete destruction of the bridges, railways, and roads made the pursuit slow. Bapaume was occupied on March 17th and Péronne on the following day, but it was not until the first week of April that the British were in touch with the Hindenburg defences. The French had simultaneously followed up the enemy's withdrawal, which extended at its greatest depth to some thirty miles, the point of junction of the two armies being at this time just N. of St-Quentin.

During the winter Joffre had been replaced in the supreme command of the French armies by General Nivelle, who had planned for the spring another great assault upon the German lines.

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For the purpose of this attack the British army was placed under the orders of General Nivelle, who wished to precede the French effort with an attack on the Arras front intended to draw the enemy's attention to the defence of Cambrai. After the British attack had well developed he proposed that the French armies should attempt to break through the enemy's lines between the Oise and Rheims—that is to say, the chief effort was to be made on the Aisne front. While Nivelle's plans were in preparation two important events occurred. The first of these was the Russian Revolution, which put out of court any prospect of effective co-operation on the Eastern front. The second was the German withdrawal which has just been described This withdrawal affected a considerable part of the front which the French general had proposed to attack, but in spite of these changes in the situation he determined to adhere to his plans. Accordingly General Allenby's 3rd Army, after an elaborate artillery preparation, assaulted the enemy's line to the E. of Arras, while the Canadian Corps which formed part of the 1st Army, now under the command of General Horne, attacked the Vimy Ridge. The battle of Arras was preceded by a bombardment which lasted for no less than three weeks, after which the infantry attacked on the morning of April 9th, being assisted by a large number of tanks. The task allotted to the British by General Nivelle was more than carried out. The formidable Vimy Ridge was stormed by the Canadians, who pressed down its N. and N.E. slopes to the village of Vimy and the outskirts of Lens. At the same time Allenby's 3rd Army broke through line after line of most formidable defences on either side of the Arras–Cambrai road. By April 15th a great breach had been made in the enemy's front, more than 13,000 prisoners and 200 guns had been captured, and the enemy had been compelled to bring up reinforcements to an extent which more than doubled his original strength on the battle front. On April 16th General Nivelle launched his great attack, but as in all previous attempts, after a successful start, progress was checked by the arrival of the German reserves, and the Allies suffered another grievous disappointment. The effect of this upon the British operations was serious, for in order to help his Allies Sir Douglas Haig was compelled to keep up pressure on the enemy on his battle front, with the result that his attacks went on until May 5th, and though he continued to take prisoners and guns and to gain ground slowly, his losses became heavy.

The battle of Arras yielded the British in all 19,500 prisoners, 257 guns, 464 machine-guns, and 227 trench-mortars; it freed Arras from the enemy's grasp, and it gave the British an assured [illegible] on the Vimy Ridge. It was much the most important British had won up to that time.

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While Allenby and Horne were occupied with the later stages of the battle of Arras, Sir Herbert Plumer was engaged in preparing for an attack on the Messines–Wytschaete Ridge, which Sir Douglas Haig had planned as a preliminary to a great offensive in Flanders. Plumer's attack opened in the early hours of June 7th with the explosion of nineteen huge mines beneath the enemy's defences, then, covered by a concentrated and admirably planned bombardment, English, Irish, Australian, and New Zealand troops stormed forward and completely overwhelmed the enemy. The famous ridge, the possession of which by the enemy had for so long hampered British operations in the Ypres salient, was captured from end to end together with 7200 prisoners, 67 guns, 94 trench-mortars, and 294 machine-guns. More important still, these considerable results were obtained at far less cost than had attended any of the previous efforts on a corresponding scale.

With the Wytschaete Ridge in his hands Sir Douglas Haig was enabled to complete his preparations for a campaign in Flanders which he had long planned. The exhaustion of the French army in consequence of the failure of the Nivelle offensive made it necessary for the British to keep up pressure on the enemy, and there was still hope that the Russian armies might rally if the enemy were kept busy on the West. At any part of the Western front, except in Flanders, the enemy could play the same game which he had carried out so successfully in the spring, and upset the Allied plans by a skilful withdrawal into a prepared position. But in Flanders he could not do this without imperilling his hold on the Belgian coast, which served him as an invaluable base for his submarines and for air-attack upon England. For these reasons Sir Douglas Haig decided to make his effort to the E. of Ypres, and for this purpose brought Gough and the 5th Army round to Flanders. This army was to attack in the centre of the battle front, and took post immediately round Ypres, with Plumer's 2nd Army on its right and the 1st French Army on its left. In order to strengthen the last the British had during the latter half of June relieved the French troops who held the narrow strip of sandy coast on the Belgian left near Nieuport. It had been planned that British troops there in co-operation with the navy should take a part in the Flanders campaign when the advance from the Ypres front had developed, but the enemy upset this scheme by attacking the new positions on July 10th before the British were ready and by driving them back across the Yser Canal. The third battle of Ypres opened on July 31st, but after a promising beginning the weather broke, and a phenomenally wet August added the mud of Flanders to the obstacles of strong works manned by a skilful foe. Ludendorff had learned the lesson of the Somme, and opposed to the advance an elastic defence, withdrawing his guns and most of his infantry from the areas swept by the British

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bombardment and meeting the British advances by a succession of fierce counter-attacks. The British progress was greatly hampered also by the numerous concrete machine-gun emplacements known as 'pill-boxes' which the Germans had erected, while the tanks were unable to plough their way through the mud. The battle therefore resolved itself into a slow, desperate, and ding-dong struggle, in which the British gradually won their way up to the ridges on which the enemy had been met in October 1914. It was not until November 6th that the village of Passchendaele was won, and the British looked out over the plains of Belgium towards Bruges. In three and a half months of fighting they had captured 24,065 prisoners, 74 guns, 941 machine-guns, and 138 trench-mortars, and had defeated no fewer than 78 German divisions, but at heavy cost, and the army was well-nigh exhausted by its super-human efforts. Elsewhere fortune was against the Allies, for the Russian collapse became complete, and the Germans were able to begin the process of transferring troops from their Eastern to their Western front, which continued for many months. Worse still, in October the Italian army suffered a serious defeat, and it became necessary to send it large reinforcements from France, including five British divisions. This weakening of forces had unfortunate consequences. Sir Douglas Haig had planned to take advantage of the concentration of the enemy's reserves in Flanders to strike a blow at the Hindenburg Line in front of Cambrai, where the enemy had been compelled to weaken his forces. This attack was entrusted to Sir Julian Byng, who had succeeded Allenby in command of the 3rd Army when the latter went to Egypt. The methods adopted were entirely new. In place of the protracted bombardment which had prepared the way for the infantry in all previous battles, a large number of tanks were brought up secretly, and on November 20th these burst through the Hindenburg defences. The enemy was taken by surprise; the strongest works which he had been able to devise were overrun, Bourlon village and wood were captured, and British troops penetrated almost to the outskirts of Cambrai, capturing 10,500 prisoners, 142 guns, 350 machine-guns, and 70 trench-mortars. Unfortunately, owing to the heavy strain upon the British resources caused by the third battle of Ypres, and to the despatch of troops to Italy, Haig had not the forces necessary to enable him to confirm his successes, and when on November 30th the enemy opened heavy attacks on both flanks of the salient which the British advance had created, he was able to a great extent to neutralize the British gains. The German attacks on Bourlon Wood were all repulsed after very severe fighting, but on the right of the salient the enemy broke through the British lines near Gonnelieu, capturing many prisoners and guns. The effect of this was to place the troops who had been holding Bourlon in

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an untenable position, and they were compelled to fall back, giving up a good part of the ground which had been won.

1918. The year 1917, therefore, closed gloomily. The Allies appeared to be no nearer than before to solving the problem of breaking through on the Western front. Bombardment on a colossal scale had the effect of giving the enemy warning of attack, and of so destroying the ground as to make it a matter of the greatest difficulty to get the infantry forward and keep them supplied with food, ammunition, and their other requirements. The experiment at Cambrai appeared to hold out hopes that in the tank had been found the real antidote to barbed wire and trenches, but these hopes were at the time obscured by the failure which had followed upon the brilliant start made on November 20th. It was known that the Germans were reinforcing their troops on the Western front as fast as trains could bring their men over from Russia, and it was realized that in 1918 the Allies would be thrown on the defensive, at least until the arrival of American troops turned the scale. The entry of America into the war (April 6th, 1917) was in fact the one bright spot in the picture. There had during the winter been interminable discussions on the question of Unity of Command. The Supreme War Council had been established with its seat at Versailles, and though that was a step in the right direction an international council could not be an effective means of exercising military command. Early in 1918 an attempt was made to improve matters by vesting the higher control in an executive committee of the council composed of generals nominated by each of the Great Powers; but this was a measure that appealed to few, and it broke down in practice. The British forces were dwindling in strength, as the heavy losses incurred during 1917 could not be made good, and in February it became necessary to reduce the establishment of the infantry by 25 per cent., the number of battalions in each division being cut down from thirteen to ten. The strength of the French army too was dwindling, and in consequence of the urgent representations of the French Government the British were obliged to assist their Allies by extending their front S. of the Somme as far as the river Oise. The preparations to meet the attack which threatened the British were not therefore of the best. Between October 1917 and March 1918 the Germans brought over more than one million men, a great mass of artillery, and a number of aeroplanes, from the Eastern to the Western front, and early in the latter month it became almost certain that the enemy intended to make the great effort for which he had been preparing throughout the winter, against the British front.

The storm burst on March 21st against the front of the British 3rd and 5th Armies, between the rivers Oise and Scarpe. Against this front the Germans set no fewer than 64 divisions in motion

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on the first day; that is to say, they attacked less than half the British front with a force considerably greater than the total strength of the British armies in France and Belgium. Of these 64 divisions no less than 40 attacked the 14 divisions and 3 cavalry divisions of Sir Hubert Gough's 5th Army, the remaining 24 falling upon the 15 divisions of Byng's 3rd Army. When it is remembered that Gough's army had only recently taken over a new front as far as the river Oise and was wearied by the strenuous work of digging fresh defences to meet the expected attack, it is no wonder that it was overwhelmed by the superiority of numbers brought against it. Fighting desperately, it was swept back to and across the Somme, many of its battalions holding out in their works long after the attackers had streamed past them and they had been completely surrounded. As soon as it became evident that the weight of the enemy's attack, which bore back the French divisions on Gough's left, was S. of the Somme, Sir Douglas Haig transferred the command of that portion of the 5th Army which was N. of the river to General Byng, whose troops had given little ground and had inflicted tremendous losses on the enemy. Byng's new right, consisting of the divisions which had formerly belonged to the 5th Army, was, however, pressed steadily back, and on March 25th it fell back on the Ancre, thus exposing Gough's flank and forcing him to withdraw to the outskirts of Villers-Bretonneux. The situation was at this time highly critical. Gough's 5th Army was well-nigh exhausted, and though French troops were rapidly coming up to his help, the vital railway-junction of Amiens was in imminent danger, and the enemy appeared likely to effect his object of separating the British and French armies. At this juncture political considerations perforce gave way to military necessity. General Foch was appointed to the supreme command of the Allied armies, and effective Unity of Command was established. By the gallant fighting of the remnants of the 5th Army, with the timely support of the Australian Corps which had been brought down to the Somme, and, above all, thanks to the energy with which Foch hurried fresh troops from the S. to the point of danger, the enemy was checked and Amiens saved. By March 27th the worst of the crisis was over, and the next day the situation was materially improved by the decisive defeat of the great German attack upon the left of Byng's army in the neighbourhood of Arras. The enemy, however, persisted in his efforts for some time longer, and on April 4th made a great attack on the Franco-British front S. of the Somme, following this the next day with another attack N. of the river. Both of these efforts failed, and the battle died away in a series of intermittent and local attacks by the Germans. On April 9th the scene of danger suddenly shifted N., where the enemy attacked and overwhelmed a Portuguese division which was holding the Neuve-

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Chapelle sector. The British front in the north had been perilously weakened to enable reinforcements to save Amiens, and the Germans quickly developed their new success. On the evening of the 10th the enemy attacked at Estaires and Armentières, and the battle front extended to the Messines–Wytschaete Ridge. The next day both this ridge and the town of Merville were in the enemy's hands, and a dangerously wide gap had been created in the British front. But worse was still to come. On April 15th Bailleul fell, and in consequence of the enemy's progress it became necessary for the British to shorten their line in the Ypres salient, and to abandon the ridges which had been won at such cost in the previous autumn. By this time the French troops sent N. by Foch had begun to arrive and went into line to relieve some of the weary British divisions, of whom many had taken part both in the N. and the S. battles. As a consequence of this reinforcement renewed attacks by the Germans on the front between Bailleul and Ypres and also to the W. of Merville were repulsed, and the battle in Flanders for a time died down.

The interest then shifted to the S. battlefield, where on the 23rd the enemy made a last attempt to break through to Amiens, and for a time was in possession of Villers-Bretonneux. The situation was highly critical, but was saved that night by a brilliant counter-attack, in which troops of the 4th and 5th Australian Divisions took a leading part. Villers-Bretonneux was recaptured, and the road to Amiens was again closed.

Having failed in the S. the enemy again turned his attention to the N., and on April 25th took the important hill of Kemmel, which was at that time held by the French. He followed this by gaining possession of the village of Locre on the Bailleul–Ypres road, and on the 29th endeavoured to extend this success by a great attack on the front from Locre N. almost as far as Ypres. This attack was completely shattered, and on April 30th the great battle came to a close with the recapture of Locre by the Allies.

In rather less than six weeks the Germans had flung no fewer than 141 divisions against the combined British and French forces. The 55 British infantry divisions and 3 cavalry divisions of Haig's army had stayed the attacks of 109 German divisions. The third great German campaign of conquest in the West had been defeated, but at terrible cost. British casualties amounted to nearly 400,000 killed, wounded, and missing; they had lost nearly 80,000 prisoners and close on 800 guns. Fortunately the enemy was equally exhausted and was obliged to stay his hand. Foch expected him to renew his efforts against Amiens, and in order that the Generalissimo might have reserves of fresh troops at his disposal to meet this threat he arranged with Haig to send 5 British divisions, which had been exhausted in the fighting and hastily made up to

strength with drafts from England, to the Aisne front, where they took over a sector on the famous Chemin-des-Dames. As it turned out, it was against this front and not towards Amiens that the enemy launched his next great offensive, and on May 27th the German Crown Prince, effecting a surprise, broke through the Franco-British front and reached the Marne at Château-Thierry, where he was stayed by the timely arrival of American reinforcements. The enemy was now within 40 miles of Paris and still menaced both Amiens and Hazebrouck. The time of crisis was, however, passing. American troops were pouring into France while the British army, with the help of reinforcements from Great Britain, Palestine, and Salonika, was being reorganized. When, on June 7th, the Crown Prince made his next attempt to extend his gains by a drive in the direction of Compiègne Foch was ready for him, and the Germans gained little in return for very heavy losses. Despite this comparative failure Ludendorff prepared for a great and final effort directed against Paris, which should end the war in triumph for Germany. This offensive started on July 15th with great attacks made on both sides of Rheims. The attack to the E. of Rheims was completely shattered by the army of Gen. Gouraud, those delivered between Rheims and Château-Thierry, however, made some progress. But three days later the enemy's hopes were shattered by a counter-attack which Foch had planned upon the flank of their offensive between Château-Thierry and Soissons. This blow, which was delivered by Mangin's army (with which fought two American divisions) from the Forest of Villers-Cotterets, was heralded by a very brief bombardment and the launching of a great mass of tanks. The Germans were taken by surprise, and in one bound Mangin gripped their railway communications passing through Soissons, on which the supply of the enemy's forces in the great Marne salient depended. The enemy were forced back across the Marne, and by a succession of attacks in which 6 American divisions striking N.E. from Château-Thierry and 4 British divisions (the 15th, 34th, 51st, and 62nd) took a distinguished part, were hustled over the Vesle, the Marne salient was wiped out, and Paris was relieved from danger.

Thenceforward the tide of war turned steadily in favour of the Allies. The enemy's forces were weakening, but Foch knew that Ludendorff still had strong reserves in his hands, and until those reserves were exhausted he had no intention of engaging in a hammer-and-tongs struggle upon one part of the front. Therefore, when the enemy's resistance hardened behind the Vesle, he tossed the ball to Haig, who had been secretly preparing for an attack upon the Amiens front. This attack was delivered on August 8th, and, as in Foch's attack on the Marne, it was preceded by the advance of large number of the newest tanks. It was made S. of the Somme

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by the Australian and Canadian Corps and north of the river by the 3rd British Corps, the whole under the command of Sir Henry Rawlinson, while on the right the front of attack was extended by Debeney's 1st French Army. The operations were brilliantly successful and by August 12th the British had reached the outskirts of Chaulnes. Through Chaulnes ran the railways by which the German troops in the great salient which they had made in their March offensive were supplied, and Haig's blow, like Mangin's at Soissons, paralysed their communications and compelled their forces between the Oise and the Somme to retreat pursued by the French. In this victory 20 German divisions were heavily defeated by 13 British divisions, while 22,000 prisoners and over 400 guns were taken. The enemy, forced to economize troops, now began to fall back both N. of the Somme and in Flanders, but in the neighbourhood of Chaulnes his resistance increased, and Haig was no more inclined that Foch to ram his head against a stone wall if he could find a soft spot elsewhere. On August 21st the offensive was accordingly transferred to General Byng's 3rd Army.

Byng drove in at Bapaume, and on the 29th the New Zealand Division occupied the town. Simultaneously the Australians were making progress astride the Somme, and on September 1st they entered Péronne. In this battle of Bapaume 23 British divisions in 10 days drove 35 German divisions from one side to the other of the old Somme battlefield, taking 34,000 prisoners and 270 guns. The Germans, now in harder straits than ever for men, hastened their retirement from the Flanders salient. On August 19th the British drove the German rearguards from Merville, on the 30th they had occupied Bailleul, and by September 6th Kemmel Hill was in their hands.

While these events had been taking place in Flanders, Haig had quietly transferred the Canadian Corps from the Chaulnes front to Arras, where it joined Horne's 1st Army. And on September 2nd Horne, with 2 divisions of the Canadian Corps reinforced by the British 4th Division and with Sir Charles Ferguson's 17th Corps, burst through the Drocourt–Quéant Line, the N. extension of the Hindenburg system, which the enemy had constructed and fortified with all his skill after the battle of Arras in 1917. In this battle of the Scarpe Horne's 1st Army captured 16,000 prisoners and 200 guns. As a consequence of these defeats the Germans fell back rapidly on the whole front between the Scarpe and the Oise into their Hindenburg system. Between Havrincourt and St-Quentin he had constructed a series of strong advanced positions in front of his main lines, and from these he was driven by Byng and Rawlinson by September 19th in the battle of Havrincourt and Epéhy, in which the British captured 12,000 prisoners and 100 guns. The British were then, from the Scarpe southwards, everywhere in touch

with the great Hindenburg system, which the Germans, not without warrant, thought to be impregnable. Meantime Foch had planned another surprise for the enemy farther S., and on September 12th the 1st American Army, with the assistance of some French troops, attacked the St-Mihiel salient and obliterated it, with a loss to the enemy of 16,000 prisoners and 443 guns.

By these repeated and successive blows the enemy's reserves had been exhausted, and Foch was ready for his great manœuvre, Other generals in the West had piled up all their forces for a single great effort to burst through the enemy'sserried lines of trenches, and their effort had gradually diminished as men and material became exhausted. Foch had ever since July 18th been working steadily up to his climax, and on September 26th the climax came. It took the form of a Franco-American attack on either side of the Argonne, directed at Mézières and Sedan on the S. portion of the main line of railway, which was Ludendorff's chief means of transferring his troops from the N. to the S. Simultaneously Haig with the British armies was to strike clean through the Hindenburg Line towards the N. portion of this railway, near Maubeuge. These attacks were to be followed by a general offensive of the Allied forces in Flanders.

The British share in this culminating effort resolved itself into the battle of Cambrai and the Hindenburg Line, fought between September 27th and October 5th. It was opened by Horne and Byng with the 1st and 3rd British armies on the front N. and S. of Cambrai, and while these armies were eating their way through the vast defences round that town, on September 29th Rawlinson with the 4th Army, which had been reinforced by the 2nd American Corps, extended the front of battle S. to the neighbourhood of St-Quentin. In nine days of desperate battle these three armies broke through the successive lines of the Hindenburg system, occupied Cambrai, and captured 35,000 prisoners and 380 guns. Then, in the second battle of Le Cateau, from Oct. 6th to Oct. 12th, the 4th, 3rd, and 1st Armies drove the enemy before them across the old battlefield of 1914, and were not stayed until the Germans had taken refuge in another defensive line along the river Selle.

In an endeavour to save Cambrai Ludendorff had perilously weakened the Flanders front, and when Haig's main attack had fully developed, Foch on September 28th began the battle of Flanders, in which the Belgian army, reinforced by some French divisions and the greater part of the 2nd Army under Sir Herbert Plumer, in 48 hours swept over and beyond the ground which the British had fought so desperately to win in 1917. Reeling under these blows, the enemy retreated rapidly N. and S. of the main battle-field. On October 13th the French entered Laon, and four days later the 5th Army under Birdwood entered Lille without firing a shot. On the same day Horne, Byng, and Rawlinson, with the 1st, 3rd,

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and 4th Armies, began the battle of the Selle. No obstacles could now stop the British forces, and the Germans, though well posted in strong natural positions protected by wire-entanglements and by a river in flood, were everywhere thrust back, and by October 25th the British were on the outskirts of Valenciennes and of Le Quesnoy and on the S. edge of the great Mormal Forest, having captured 20,000 prisoners and 475 guns. Simultaneously King Albert, pressing his attacks in Flanders, occupied Courtrai and pressed forward towards Ghent and Bruges.

Meantime, farther to the S., the Americans E. of the Argonne, and Gouraud to the W. of the forest, had steadily forced their way through the defences of the Kriemhilde system, and on November 1st, on both the decisive fronts, the Allied armies were ready to enter upon the final stage. By November 3rd parts of the 1st and 3rd Armies had defeated the enemy round Valenciennes and the town was in British hands. On November 5th the New Zealanders occupied Le Quesnoy, and by that evening the enemy's resistance on the whole front from the Scheldt to the S. of the Mormal Forest was overcome. In this battle of the Sambre the British captured 19,000 prisoners and 450 guns. The enemy's resistance was now everywhere broken. On November 8th the 1st American Army reached the outskirts of Sedan, while Gouraud pressed forward to the Meuse at Charleville. On November 9th the Guards and the 62nd Divisions entered Maubeuge, and two days later the 3rd Canadian Division brought the great drama to a fitting close by entering Mons, where the British army had first encountered the Germans, a few hours before the Armistice began at the eleventh hour of the eleventh day of the eleventh month of 1918.

In three months of continuous fighting 59 British divisions had won nine great victories, in which they had captured 187,000 prisoners, 2850 guns, 29,000 machine-guns, and over 3000 trench-mortars, and had routed 99 German divisions.

The British and Overseas Divisions engaged on the Western Front were as follows. *Regular Army*: Guards, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 27th, 28th, and 29th Infantry Divisions; 1st, 2nd, and 3rd Cavalry Divisions.—*New Army*: 9th (Scottish), 11th (Northern), 12th (Eastern), 14th (Light), 15th (Scottish), 16th (Irish), 17th (Northern), 18th (Eastern), 19th (Western), 20th (Light), 21st, 22nd, 23rd, 24th, 25th, 26th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th (Ulster), 37th, 38th (Welsh), 39th, 40th, and 41st Infantry Divisions.—*Territorial Force*: 42nd (East Lancashire), 46th (North Midland), 47th (London), 48th (South Midland), 49th (West Riding), 50th (Northumbrian), 51st (Highland), 52nd (Lowland), 55th (West Lancashire), 56th (London), 57th (West Lancashire), 58th (London), 59th (North Midland), 60th (London), 61st (South Midland), 62nd (West Riding), 63rd (Royal Naval), and 66th (East Lancashire) Infantry Divisions; 74th Yeomanry Division.—*Overseas Forces*: 1st, 2nd, 3rd, and 4th Canadian Infantry Divisions; 1st, 2nd, 3rd, 4th, and 5th Australian Infantry Divisions; New Zealand Infantry Division; 3rd and 7th Indian Infantry Divisions; 1st and 2nd Indian Cavalry Divisions (later known as the 4th and 5th British Cavalry Divisions). The South African Brigade formed part of the 9th (New Army) Division.

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Of the British and Overseas troops engaged on the Western Front 648,419 gave their lives, 1,893,810 were wounded in action, and 226,828 were reported missing. In addition 175,624 were at various times taken prisoner.

THE AMERICAN OPERATIONS ON THE WESTERN FRONT

Prepared by the courtesy of the United States General Staff

ENTRY INTO THE WAR. The United States entered the War with Germany on April 6th, 1917. On May 18th, 1917, the selective service law was enacted. On May 26th Major-Gen. John J. Pershing assumed the duties of Commander-in-Chief, American Expeditionary Forces in France; and two days later he departed for Europe, accompanied by a small staff. Conditions dictated the use of St-Nazaire, La Pallice, and Bassens as American ports, although other ports were subsequently employed. Main depots of supply were located in the region of Tours, while the eventual field for the employment of American forces was indicated as the Lorraine front, facing Metz and the Briey basin. General headquarters was established at Chaumont in the department of Haute-Marne, and the General Staff College organized at Langres, in the same region. By the end of 1917 there were over 175,000 American troops in France. The 1st Div. (which had disembarked in June) appeared on the front on Oct. 21st, 1917, brigaded for a month's training with a French division E. of Lunéville, and in January 1918 this division took over a sector N. of Toul. The 26th Div., after a month's sector training N. of Soissons, and the 42nd, after the same experience E. of Lunéville, were withdrawn from the line in March 1918, while the 2nd Div. entered a training sector near Verdun. The 1st Army Corps, Major-Gen. Hunter Liggett commanding, had been organized at Neufchâteau on Jan. 20th.

ACTIVE OPERATIONS. When the great German offensive, launched on March 21st, 1918, created an immediate and crying need for American reinforcements, General Pershing, acting with the Supreme War Council, took up the matter with Washington, and a program was agreed upon to rush infantry and machine-gun reinforcements to France, utilizing largely British shipping. In the meantime Gen. Pershing placed all American combatant troops at the disposal of Gen. Foch, who had just been appointed Allied Commander-in-Chief. Approximately 300,000 American troops had reached France, including four combat divisions of 28,000 men each. In accordance with Gen. Foch's wishes, the 1st Div. was relieved (by the 26th Div.) in the sector N. of Toul on April 3rd,

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and sent to the northern battle-front. The 42nd Div. relieved two French divisions in Lorraine, and the 2nd Div. remained in its sector. On April 25th the 1st Div. relieved French divisions near Montdidier, and on May 28th, in a successful local operation, captured the heights of Cantigny. This exploit was overshadowed by the German offensive of May 27th, when again all the American forces were made available in an emergency. The 26th Div. was N. of Toul; the 42nd E. of Lunéville; the 32nd, a replacement division, utilized for combat, had entered the line in the Vosges on May 21st. The 5th Div. was directed towards the last-named region; the 3rd Div. was assembled in a training area near G.H.Q., while the 28th, 77th, 4th, 27th, 30th, 33rd, 35th, and 82nd Divs. were in or arriving in the British area. Of the 600,000 Americans now in France the 2nd Div., in reserve N.W. of Paris, was most available in this emergency. This division was diverted to the vicinity of Meaux on May 31st, and next morning was deployed across the road between Château-Thierry and Paris near Montreuil-aux-Lions, where it filled a gap in the French line and stopped the German advance on Paris. The 3rd Div. was moved to the Marne and employed under French command to hold the crossings of the river, with its motorized machine-gun battalion in Château-Thierry. From June 4th onwards the 2nd Div. delivered vigorous local attacks, capturing Belleau Woods, Bouresches, and Vaux after severe fighting. Meanwhile the 2nd Corps under Major-Gen. George W. Read had been organized for the command of ten divisions with the British. Five of these were relieved from the British area to support the French. The 77th and 82nd Divs. moved south in June to release the 42nd and 26th for active use. The 35th went into line in the Vosges, the 4th and 28th into reserve near Paris.

THE SECOND BATTLE OF THE MARNE. On July 15th, 1918, the date of the last German offensive, the 3rd and 26th Divs. were in line on the Château-Thierry front, with the 4th and 28th in support and the 1st and 2nd in reserve. The 42nd Div. was in support of the French E. of Rheims. The four regiments of the 93rd Div. were with the French in the Argonne. On the Alsace-Lorraine front five divisions were in line with the French; five were with the British army, three of them with elements in line. Four divisions were assembled in training areas and four were arriving. The German offensive of July 15th was smashed E. of Rheims, the 42nd Div. participating in the battle near Somme-Py. Near Château-Thierry the 3rd Div. held fast, in spite of a partial German success S. of the Marne. One of its regiments, the 38th Infantry, broke two German divisions and captured 600 prisoners.

On July 18th the Allies counter-attacked the Marne salient. The 1st and 2nd Divs. with the 1st Moroccan Div. between them, were the spearhead of the main attack on the heights S. of Soissons.

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These three divisions broke through the artillery zone and cut the German communications leading into the salient, forcing an immediate withdrawal. Farther S. the 4th Div. co-operated with the French from July 18th to July 22nd. The 1st American Corps, including the 26th Div., advanced from near Château-Thierry, capturing Torcy on July 18th. The 3rd Div. crossed the Marne and took the heights N. of the river. The 1st Corps, using the 2ſth, 42nd, 4th, and 28th Divs., continued the advance; and on Aug 3rd the 3rd Corps (Bullard) appeared on this front and continued the operation with American troops up to the Vesle. The 3rd Corps remained in this region, crossing the Vesle on Sept. 4th with the 28th and 77th Divisions.

THE REDUCTION OF THE ST-MIHIEL SALIENT. The First Army, formed in the Château-Thierry region on Aug. 10th, was immediately transferred to the Woëvre to prepare for the reduction of the St-Mihiel salient. As a result of the general Allied success, Marshal Foch planned decisive American participation in September, and consequently the scope of the St-Mihiel operation was limited. On the morning of Sept. 12th the First Army, under Gen. Pershing's command, was in position. The 1st Corps, with the 82nd, 90th, 5th, and 2nd Divs. in line, extended westward from the Moselle. On its left was the 4th Corps (Dickman) with the 89th, 42nd, and 1st Divs., the last named opposite Montsec. These troops were to deliver the principal assault. On the W. face of the salient was the 5th Corps (Cameron), with the 26th, 15th French Colonial, and 4th Divs. in line. At dawn, after four hours of violent artillery fire, the attack was started. It interrupted a partial enemy withdrawal and was completely successful. Just after daylight on Sept. 13th the 1st and 26th Divs. joined near Vigneulles, pinching out the salient in twenty-four hours. Some 16,000 prisoners and 443 guns were captured, at a cost of less than 7000 casualties. The strength of the First Army in this battle totalled approximately 500,000 men, including 70,000 French.

THE MEUSE–ARGONNE OFFENSIVE. Preparations were being made for the American Meuse–Argonne offensive before the St-Mihiel operation took place. The concentration included fifteen divisions, seven of which were involved at St-Mihiel; three were in the Vosges; three near Soissons; one in the training area; and one near Bar-le-Duc. The theatre of attack between the Meuse river and the Argonne forest was difficult and vital. It had been the scene of heavy fighting in the battles for Verdun, and covered a main German supply line fifty kilomètres (31 m.) to the N. The front was elaborately fortified to a depth of twenty kilomètres (12½ m.). On the morning of Sept. 26th the battle order from the Meuse to the Argonne was the 3rd Corps, with the 33rd, 80th, and 4th Divs. in line; the 5th Corps, with the 79th, 37th, and 91st Divs.;

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the 1st Corps, with the 35th, 28th, and 77th Divisions. Six divisions were in corps and army reserve. Some 2700 guns, nearly 200 tanks, and over 800 airplanes were concentrated for the attack. At 5.30 a.m. the infantry advanced. The assault was very successful, having come in the nature of a strategic surprise, but the fighting was desperate. By noon of Sept. 27th Montfaucon had been captured. On Sept. 29th the 37th and 79th were relieved by the 32nd and 3rd Divs., and next day the 1st relieved the 35th. Artillery moved up, and at 5.30 a.m. on Oct. 4th the general attack was renewed. In the face of determined resistance, only small advances were realized, except by the 1st Div. on the right of the 1st Corps, who were enabled on Oct. 7th to launch the 82nd Div. on the flank of the Argonne, and thus to capture all the forest S. of the Grandpré gap. On Oct. 8th the 17th French Corps (including the 29th and 33rd U.S. Divs.) attacked E. of the Meuse, partially clearing the heights and extending the active front. The First Army was now holding a front of more than 120 kilomètres (74 m.), extending from Port-sur-Seille, E. of the Moselle, to the Argonne; and its strength exceeded 1,000,000 men. On Oct. 12th the Second Army (Lt.-Gen. R. L. Bullard) took over the front E. of the Heights of the Meuse, and four days later Lt.-Gen. Hunter Liggett took command of the First Army, the Commander-in-Chief directing this 'army group' with his headquarters at Ligny-en-Barrois. The First Army attacked with partial success on Oct. 14th, and during the remainder of the month there was heavy fighting in local operations. By Nov. 1st an advance of 21 kilomètres (13 m.) had been made, 18,700 prisoners and 370 cannon had been captured, and the railway artery through Sedan was threatened. The front between the Meuse and the Argonne was now held by the 3rd Corps (Hines), with the 5th and 90th Divs. in line; the 5th Corps (Summerall), with the 89th and 2nd; and the 1st Corps (Dickman), with the 80th, 77th, and 78th.

On Nov. 1st, after two hours of artillery preparation, the infantry advanced. The two arms were magnificently co-ordinated, and by nightfall the 5th Corps had broken through to a depth of nine kilomètres (5½ m.) and precipitated a German retreat. For the next two days the First Army advanced rapidly; and by the evening of Nov. 4th American troops, after daring night marches, were opposite Stenay. The 3rd Corps now employed the 5th Div. in a brilliant crossing of the Meuse, driving the enemy from the heights about Dun. By Nov. 7th the 5th and 1st Corps were along the Meuse, with the 1st and 42nd Divs. respectively on the heights dominating Sedan, the strategical goal. In the face of impending disaster the enemy appealed for an armistice; and on Nov. 11th, when hostilities ceased, the First American Army was in control of the Meuse river line. In this operation 22 American and 4 French

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divisions had engaged and beaten 57 different German divisions. The First Army captured 26,000 prisoners and 847 cannon, and its casualties were about 117,000.

During the last three days of hostilities the Second Army advanced on its entire front, while preparing to join the French in a new blow designed to outflank Metz. Simultaneously with the Meuse–Argonne battle, American divisions were employed in other sectors of the Allied front. The 2nd Corps (27th and 30th Divs.) broke the Hindenburg Line in co-operation with the Australian Corps in an attack between Sept. 29th and Oct. 1st; and in this and later operations the 2nd Corps advanced 24 kilomètres (15 m.), capturing over 6000 prisoners. On Oct. 2nd–9th the 2nd and 36th Divs. joined in the advance of the Fourth French Army between Rheims and the Argonne. The 2nd Div. took Blanc Mont, a key position, and forced a general withdrawal. In October the 37th and 91st Divs. were sent at Marshal Foch's request to the 6th French Army in Belgium, and assisted in driving the enemy across the Scheldt.

In accordance with the terms of the Armistice, the Third Army (Major-Gen. Joseph T. Dickman) was designated to occupy a Rhine bridgehead at Coblenz and the district of Trèves. It included the 3rd, 4th, and eventually the 7th Corps, with the 1st, 2nd, 3rd, 4th, 32nd, 42nd, 5th, 89th, and 90th Divisions. Organized on Nov. 14th, it began its advance three days later, and on Dec. 1st crossed the German frontier.

The American Divisions engaged on the Western Front were as follows. *Regular Army*: 1st, 2nd, 3rd, 4th, 5th, 6th, and 7th Divisions.—*National Guard*: 26th (New England; 'Yankee'), 27th (New York; 'Orion'), 28th (Pennsylvania; 'Iron'), 29th (New Jersey, Delaware, and Virginia; 'Blue and Grey'), 30th (Southern Mountain States; 'Old Hickory'), 32nd (Michigan and Wisconsin; 'Arrow'), 33rd (Illinois), 35th (Kansas and Missouri), 36th (Texas and Oklahoma), 37th (Ohio), 41st (Pacific Coast), and 42nd ('Rainbow').—*National Army*: 77th (New York; 'Liberty'), 78th (New Jersey, Pennsylvania, and New York; 'Lightning'), 79th (Atlantic Coast), 80th (Blue Ridge), 81st, 82nd ('All-American'), 88th, 89th (Kansas and Missouri), 90th (Texas), 91st (Pacific Coast), 92nd (coloured, with coloured officers), and 93rd (coloured, with white officers).

Some 3,800,000 American soldiers were mobilized during the War, of whom 79,610 gave their lives, and 205,690 were wounded in action. In addition 4480 were at various times taken prisoner.

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THE FRENCH CAMPAIGNS IN THE WEST

A STATE of war between Germany and France was the direct consequence of the declaration of war by the former upon France's ally, Russia; and on Aug. 2nd, 1914, German patrols entered French territory.

1914. The fog of war immediately obscured the movements of the French forces, which were partly disposed along the E. and N. frontiers, and partly held in reserve as a 'mass of manœuvre,' in accordance with Napoleonic conceptions of strategy. The earliest enterprises of note were two successive raids by light columns into Alsace (Aug. 7–11th and 15–20th), resulting in the temporary capture of Mulhouse; but a more ambitious offensive in Lorraine (Aug. 16–20th) was ended by the disastrous battle of Morhange, in which the French were taken in flank from Metz and thrown back upon Nancy. Meanwhile the French armies that had entered Belgium with the latter's consent, and had been grouped along the banks of the Sambre and the Meuse on either flank of the fortress of Namur, were heavily defeated at Charleroi (Aug. 23rd), and farther E. the line of the Meuse was lost, while Sir John French's army on the left was pressed back from Mons. In the general retreat that followed, the great fortresses of the N. and N.E. of France were abandoned one by one, most of them making but little resistance, though Maubeuge held out for a fortnight. An attempt was made to stand firm between Guise and the Meuse, but the German vanguard pressed S., throwing out a cavalry screen to the W. towards the Channel ports. On Aug. 30th the painful announcement was made that the French front extended "from the Somme to the Vosges." Soissons was lost on Sept. 1st, and on Sept. 2nd the seat of government was removed from Paris to Bordeaux. Gen. Joffre, however, took the offensive on Sept. 6th, and as a result of the battles of the Marne (p. 121) the enemy were thrown back upon the heights of the Aisne and the Meuse, with heavy losses. Soissons, Rheims, and Châlons were left in French hands, and for the time being the effort to capture Verdun was abandoned. Simultaneously a French counter-offensive based upon Nancy regained the banks of the Meurthe, while in the extreme West, Amiens was recaptured and a battle-front began to be formed astride the river Somme. Franco-British attacks in the first battle of the Aisne (p. 108) made little headway against the strong natural positions held by the enemy centre, and the beginnings of trench warfare were soon manifest (Sept. 17–20th). Counter-thrusts won for the Germans some ground on the heights of the Meuse, including the famous position of St-Mihiel; Rheims was

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bombarded, and an attempt was made to break the French centre near Roye and Noyon. Albert and Arras, however, were retaken by the Allies during the 'race to the sea,' in which each army endeavoured to outflank the other until the battle-front in its more or less stabilized form was prolonged as far as the sand-dunes of Nieuport. While the British army was moving N. to take over the Flanders front, the French were meeting strong local attacks at Arras and in the Argonne, and the French left (including Adm. Ronarc'h's marines) gave assistance at the battles of the Yser and Ypres (Oct. 18th–Nov. 7th). For the remainder of the year the French front was comparatively tranquil, but local successes such as the capture of Vermelles (Dec. 2nd) encouraged a perhaps sanguine belief that Joffre was 'nibbling' effectively at his opponents' line.

1915. The New Year began with local fighting in Alsace, followed by a severe struggle at Soissons (Jan. 8–15th), where the right bank of the Aisne, except for one bridgehead, was lost by the French. Local struggles ensued on the slopes of the Hartmannsweilerkopf, in Champagne, and at Les Éparges, a spur above the Woëvre plain; but the eagerly expected French attack was not launched until May 9th, when the ridge of Notre-Dame-de-Lorette, in Artois, was the most prominent among the objectives. This height was captured (May 12th), but in the bitter fighting that ensued about Carency, Souchez, and the Labyrinth the army group of Foch progressed slowly, and their task was made heavier by the failure of the British offensive at Festubert, on the left. The fighting at Souchez was renewed in the midsummer months, during which also the French advanced in the Vosges towards Munster and the German Crown Prince endeavoured more than once to force a path to the Châlons–Verdun railway through the thickets of the Argonne. On Sept. 25th began Joffre's great offensive in Champagne and Artois, in co-operation with the British attack at Loos; but once more the advantages secured were tactical and the gains of ground insignificant. On the Champagne front the German third position was reached but not pierced; and near Lens a footing gained on the Vimy Ridge proved insecure. During the autumn the 'Buttes' of Champagne and the Hartmannsweilerkopf were the only active sectors, but artillery duels in the Argonne and the Woëvre were significant in the light of the following year's events.

1916. A few local raids were the diversions planned by the enemy during the preparation for his great attack upon Verdun (p. 148), which lasted with brief intervals from Feb. 21st until the end of June, and was frustrated by the stubborn resistance of the French soldier under Pétain and Nivelle. The siege of Verdun was raised in a strategic sense by the Franco-British attack astride

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the Somme (July 1st, 1916), in which Fayolle's army gained a striking success S. of the river. Later on the French joined in the advance between Combles and Péronne. The losses at Verdun (especially in artillery personnel) had, however, made further large-scale operations impossible for the year, and the only important events of the autumn were Mangin's victories of the 'limited objective' (Oct. 24th and Dec. 15th), by which Fort Douaumont was regained and the situation on the Meuse largely restored. Gen. Nivelle, one of the defenders of the fortress, was by this time Commander-in-Chief of the French forces.

1917. Champagne, the Vosges, and Lorraine were again intermittently active sectors of the French front during the winter and early spring. The great German retirement in March mainly affected the British front, but Soissons and Noyon also were disengaged. One week after the British advance at Vimy Ridge there was delivered Gen. Nivelle's attack on the heights of the Aisne (April 17th; see p. 110), the most ambitious single enterprise in the campaign of trench warfare, with far-reaching objectives, including the hoped-for capture of Laon at an early stage. The decisive 'break-through,' however, was never in sight, and the offensive resolved itself into the old bitter struggle on the slopes of the Chemin-des-Dames, where gains and losses were measured by a few hundred yards of trenches or a ruined group of farm buildings. Gradually the French, with Colonials as their spearhead, won their way to the crest of the ridge between the Aisne and the Ailette, while farther E., beyond Rheims, the secondary attack upon the Moronvilliers hills was pressed home. By the end of April it was clear that the road to Laon was still barred. In May, Gen. Pétain succeeded Nivelle in the command, and the aftermath of the great action was seen in a series of tactical successes, notably about Laffaux Mill and Malmaison Fort and on the California Plateau above Craonne. During the summer, while the British Army was engaged at Bullecourt and Messines, the chalk hills of 'Champagne Pouilleuse' and the quarried Ladies' Ridge witnessed fierce counter-attacks in which shock battalions (*Stosstruppen*) were brought up repeatedly to test the French *moral*. There was fighting likewise N. of Ypres, where Anthoine's army on the British left crossed the Yser canal towards Houthulst Forest (July 31st), and at Verdun, where Guillaumat replied to enemy attacks by another triumph of the 'limited offensive' (Aug. 20th), which practically restored the French position as it was before the 1916 battle. Another sharp local attack N.E. of Soissons forced the enemy back upon the little river Ailette (Nov. 2nd), leaving the whole of the heights of the Aisne in French hands. The enemy was now on the defensive at every point of the French front.

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1918. It was expected that the German blow in the West, made possible by the withdrawal of troops from Russia, would fall at or near the point of junction of the British and French armies; but the earliest and heaviest attack was delivered against the British right wing (March 21st; see p. 86), and the French left became actively engaged only when the 'break-through' had developed into an advance against Amiens. Marshal Foch, who assumed supreme command as a result of the momentous inter-Allied conference at Doullens (March 26th), threw strong reserves into the fight S. of the Somme in support of the remnants of the British Fifth Army. Montdidier was lost, but the advance was checked in the valleys of the Avre and the Luce, a few miles from Amiens, and the wood of Hangard became for several months the Allied point of junction. Meanwhile the retirement farther north compelled the French to withdraw from the right bank of the Oise, and on the whole front as far as Soissons the gains of the spring of 1917 were quickly lost. Long-range bombardments of Paris from the region of Crépy-en-Valois (p. 78), which had been begun at the opening of the attack against the British army, were continued at intervals for several months. French detachments were called upon to reinforce the British line during the battle of the Lys (p. 29), notably about Kemmel Hill and Locre. The comparative lull that ensued was sharply broken by the German mass-attack on the Chemin-des-Dames (May 27th; see p. 111), when the Allies were forced back successively across the Aisne and the Vesle. Three days later they were fighting on the Marne at a distance of little more than 40 m. from Paris, and the enemy line had embraced the whole of the Tardenois in a salient which Von Boehn vainly endeavoured to extend to the W., towards Villers-Cotterets and the Forest of Retz. Château-Thierry was, however, lost, and although the direct road to Paris was closed by American reinforcements, the severance of the Paris–Verdun railway was a grave blow to French communications. It was next the turn of Von Hutier to attempt a break-through on the Montdidier–Noyon front towards Paris (June 9th), and again the French line had to be withdrawn; but the thrust was parried in the valley of the Matz and on the outskirts of the forest N. of Compiègne. It was now clear that the enemy was held within his salients, and that his next effort must be directed to widening the front of attack, probably in Champagne, where the battered city of Rheims, by this time peopled only by cellar-dwelling soldiers, formed a bastion on the flank of the active front.

Accordingly after a midsummer lull of six weeks Ludendorff launched his 'Friedensturm' or 'peace offensive' (July 15th), which was designed to achieve victory at a single stroke. At the apex of the salient of Château-Thierry the Germans crossed

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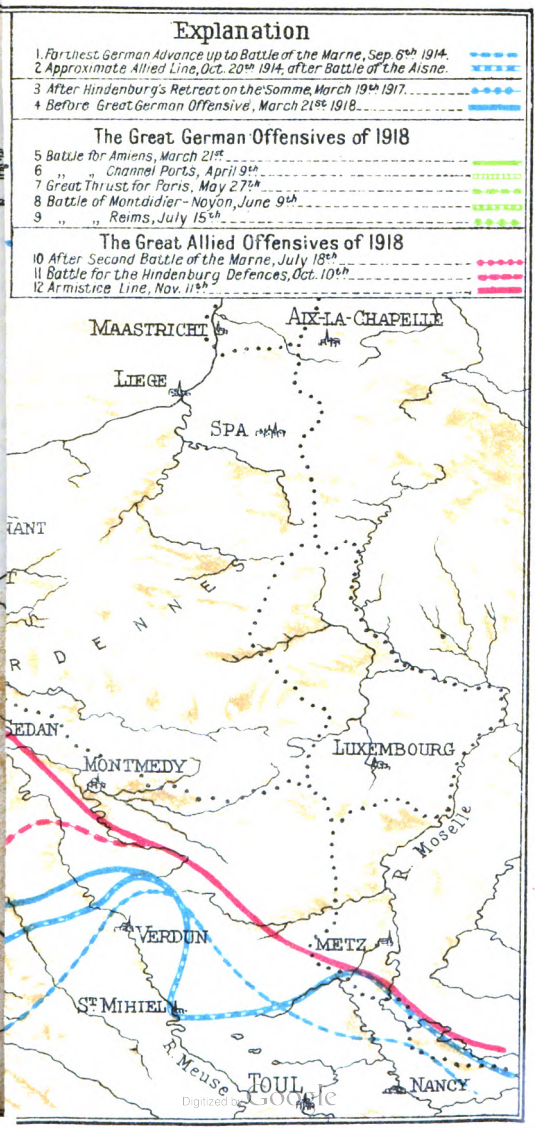
Explanation
1. Furthest German Advance up to Battle of the Marne, Sep. 6th 1914.
2. Approximate Allied Line, Oct. 20th 1914, after Battle of the Aisne.
3. After Hindenburg's Retreat on the Somme, March 19th 1917.
4. Before Great German Offensive, March 21st 1918.
The Great German Offensives of 1918
5. Battle for Amiens, March 21st
6. " " Channel Ports, April 9th
7. Great Thrust for Paris, May 27th
8. Battle of Montdidier-Noyon, June 9th
9. " " Reims, July 15th
The Great Allied Offensives of 1918
10. After Second Battle of the Marne, July 18th
11. Battle for the Hindenburg Defences, Oct. 10th
12. Armistice Line, Nov. 11th
MAASTRICHT
AIX-LA-CHAPELLE
LIEGE
SPA
SEDAN
MONTMEDY
LUXEMBOURG
R. Moselle
VERDUN
METZ
St MIHIEL
R. Meuse
TOUL
NANCY
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the Marne; but E. of Rheims the main attack was defeated by the elastic methods of defence of Gen. Gouraud, who held up the enemy in his 'battle zone' at all points, and counter-attacked them on his own chosen ground. Since Rheims could not be encircled Épernay became the objective, and for two days there was critical fighting in the valley of the Marne, the German attackers with their backs to Paris endeavouring to reach the champagne town and isolate the wooded Montagne de Rheims.

It was at this dramatic moment that Marshal Foch took the enemy not only in flank, but in rear. By Gen. Mangin's attack of July 18th between Soissons and Château-Thierry the initiative was finally transferred to the Allied forces, and a beginning was made of the advance, with its great toll of guns and prisoners, which lasted with few intervals until the Armistice. The second battle of the Marne was soon ended by an enemy withdrawal from the salient of Château-Thierry, and French and Americans moved forward together to the Vesle. On Aug. 8th, 'the black day in the history of the German Army,' Gen. Debeney's army on the British right joined in the battle of Amiens, compelling the enemy two days later to give up Montdidier. Farther S., Gen. Humbert progressed towards the Oise, while Gen. Mangin struck between the Oise and the Aisne (Aug. 18–20th). For several weeks the French share in active operations was restricted to a steady movement in conformity with the British advance; but on Sept. 12th came the battle of St-Mihiel (p. 159), in which a Colonial corps assisted Gen. Pershing's men to reduce the famous salient. By this time the British were approaching the Hindenburg Line on the St-Quentin Canal, and farther S. the armies of Debeney, Humbert, and Mangin were engaged in outflanking the forest massif of St-Gobain, which had so long been an obstacle. Gen. Gouraud's advance on the left of the American attack between the Argonne and the Meuse (Sept. 26th) regained the Butte de Tahure and other heights of eastern Champagne; and as a result of the great battles of Sept. 29–30th St-Quentin fell. Rheims was soon disengaged, Gouraud pressed forward in Champagne, and Laon was recaptured (Oct. 13th) on the eve of the Allied advance in Flanders, where Roulers fell to the French. The reduction of the 'Hunding Line' between La Fère and Rethel led to some fighting, and the enemy made a brief stand around Guise; but in the first week of November the Allies were again moving forward on the whole front. On Nov. 7th the German delegates on their way to receive the terms of the Armistice from Marshal Foch entered the French lines near La Capelle, on the road from Chimay to Guise. Next day the capture of Guise severed the lateral communications of the enemy front, while farther E. the line of the Meuse was gained. At the cessation of hostilities (11 a.m. on Nov. 11th) the French front included Chimay,

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Rocroi, and Mézières, and the Belgian frontier had been reached or passed everywhere W. of Givet. One week later began the advance to the Rhine, where the occupation of the bridgehead at Mainz was assigned to the French troops.

The official returns show that 9,717,000 officers and men, or more than 20 per cent. of her population, were mobilized by France during the War. Of these 1,398,000 gave their lives.

THE BATTLEFIELDS

THE battle-front of 1914–18 runs S. from Nieuport on the North Sea along the Yser and its canal to the amphitheatre of low hills round Ypres. Thence, with many windings imposed by the struggle for local advantage, it traverses in turn the agricultural plain of the Lys, the Lens coalfield with the ridges of Artois, and, beyond Arras, the chalk downs of Picardy. Crossing the ravine of the Ancre and the broad marshy valley of the Somme, it bestrides the Santerre plateau E. of Amiens (in general the S. boundary of British operations), forms a sharp angle near the confluence of the Oise and the Aisne, and ascends the valley of the latter past Soissons to the heights N. and E. of Rheims. After a switchback course through Champagne and the Argonne forest, the line turns abruptly S. near Verdun along the heights of the Meuse, forms the deep salient of St-Mihiel, and, crossing the Moselle, reaches the mountainous region of the Vosges, whence it descends E. of Belfort to the Alsatian plain and the Swiss border. Along this front of nearly 600 miles the opposing trenches or breastworks faced each other, separated by the fateful strip of 'No Man's Land,' which varied in breadth from a mile or more, as in the Vosges, to a few yards, as among the pit-heads of Lens, and was marked chiefly by mine-craters, advanced fieldworks ('saps'), listening posts, and protective barbed-wire entanglements. Support and reserve trenches on either side completed the first system of defence. Within the belt thus marked, which may be called the area of stationary warfare, fell the greatest volume of artillery fire, churning the surface far and wide into a wilderness of shell-holes, exposing the barren subsoil, and wrecking everything that stood above the ground. Fluctuations of the battle-front, at first narrow and violent but in the later stages of the War surging and resurging over many miles, created the 'Devastated Zone,' a stricken area varying in width from 50 miles in the region of the Somme to 3 or 4 miles in the Lens coalfield and even less on the Yser.

Changes have steadily taken place in the aspect of the black and desolate landscape of Armistice Day. Except in one or two specially preserved places, such as Vimy Ridge, trenches, dug-outs,

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and shell-holes have been obliterated, and the litter of war removed, so that it is becoming increasingly difficult to recognize a once-familiar landscape. The ruined towns, and villages, with few exceptions (Thiépval, see p. 70), have been rebuilt practically as they were before the war, little advantage being taken of the opportunity to remodel or improve them. The restoration of historic buildings, as at Rheims, has, in the main, been carried out with great skill and taste. A new note, however, is struck in some of the new utilitarian buildings, in the extensive use of reinforced concrete (Lens railway station being a good example).

The best means of visiting the battlefields is unquestionably by road, a fact to which attention is paid in the arrangement and descriptions of this handbook. Railway communications along the front are in general poor, though, of course, the visitor may reach the principal centres (Armentières, Béthune, Arras, Albert, Soissons, Rheims, Verdun, etc.) with ease. The pedestrian (who should be stoutly shod) using these centres will be able to accomplish the most thorough and intimate examination of the ground, but motorists and cyclists will have no difficulty in reaching practically any point. Convenient accommodation may be found in Lille, Douai, Cambrai, St-Quentin, or Amiens, for the British sector of the front; and in Compiègne, Laon, Rheims, Verdun, or Nancy, for the Franco-American area. The by-roads are still in a bad state, and may be found impassable in wet weather.—With the aid of the information in this handbook the traveller should have no difficulty in planning for himself a route, whether to the great battlefields or to the particular spot with which he has special associations.

WAR GRAVES. British military cemeteries in France and Belgium number nearly 900, and, in addition, graves of British soldiers are to be found in about 1500 other cemeteries. All of these are in the charge of the Imperial War Graves Commission (82 Baker Street, London, W.1), which has practically completed the task of replacing the temporary cemeteries, with their wooden crosses, by enclosures of a permanent character with headstones. Relatives and friends desirious of visiting a soldier's grave should apply to the Commission for the official location, including the name of the cemetery, the plot and row in which the grave is situated, and the number in the row. A search undertaken in ignorance of these particulars is likely to end in failure. Visitors must be on their guard against confusing the various separate cemeteries (British, Military, Communal, etc.) that may exist in the same commune. Direction boards, indicating the situation of British war cemeteries and graves, have been erected by the roadside in the war areas. The headquarters of the Commission in France and Belgium, now the only enquiry office

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open in those countries, is in the Place de la Gare at Arras.—Information regarding graves of American soldiers may be obtained from the U.S. Graves Registration Service (8 Avenue d'Iéna, Paris).

WAR MEMORIALS. The following battle exploit memorials have been projected or are in course of erection in Northern and North-Eastern France. For memorials in Belgium, see the *Blue Guide to Belgium*.

IMPERIAL DIVISIONS (British Regular, Territorial, and New Armies). *1st Div.* site not selected; *2nd Div.*, Graincourt; *6th Div.*, Ennetières and Fayet; *7th Div.*, Bazentin-le-Grand and Bullecourt; *8th Div.*, Villers-Carbonnel and Neuve-Chapelle; *9th Div.*, Le Point-du-Jour; *11th Div.*, Thiépval; *12th Div.*, Epéhy and Arras; *15th Div.*, Buzancy; *18th Div.*, Trônes Wood and Thiépval; *19th Div.*, La Boisselle and Montagne de Bligny (Rheims); *20th Div.*, Guillemont and Masnières; *25th Div.*, Bailleul; *34th Div.*, La Boisselle; *36th Div.*, Thiépval; *37th Div.*, Monchy-le-Preux and Jolimetz; *38th Div.*, Villers-Outreaux; *41st Div.*, Flers; *42nd Div.*, Trescault and Bucquoy; *46th Div.*, Bellenglise; *51st Div.*, Beaumont-Hamel; *55th Div.*, Givenchy-lez-la-Bassée; *56th Div.*, Gommecourt; *62nd Div.*, Havrincourt; *63rd Div.*, Beaucourt-sur, Ancre; *66th Div.*, Le Cateau; *Guards Div.*, Lesbœufs.—In addition to these, numerous brigade and battalion memorials have been set up.

DOMINION UNITS. *Australian Forces*, Villers-Bretonneux; *1st Australian Div.*, Pozières; *2nd Australian Div.*, Mont-St-Quentin; *3rd Australian Div.*, Sailly-le-Sec; *4th Australian Div.*, Pontruet.—*Canadian Forces*, Courcelette, Vimy, Caix, Dury, and Bourlon.—*New Zealand Forces*, Longueval and Le Quesnoy; *South African Forces*, Delville Wood and Arras.—*Newfoundland Regt.*, Beaumont-Hamel, Gueudecourt, Monchy-le-Preux, and Marcoing.—*Indian Army*, Givenchy-lez-la-Bassée; *Meerut Div.*, Aubers Ridge.

The following memorials to the dead and missing have been or are being erected :—

BRITISH NATIONAL MEMORIALS TO THE MISSING at *Soissons* (3987 names), *La-Ferté-sous-Jouarre* (3888), *Thiépval* (73,300), and *Neuve Chapelle* (4847 Indian Troops); and the following Memorials to the Missing in the military cemeteries at *Loos* (20,693), *Le Touret* (13,479), *Cambrai*, (7048), *Pozières* (14,691) and *Arras* (35,900).—The Dominion Memorials to the Missing are :—*Australian* at Villers-Bretonneux, *Canadian* at Vimy, and *Newfoundland* at Beaumont-Hamel.

TABLETS TO THE MILLION DEAD OF THE BRITISH EMPIRE have been erected by the Imperial War Graves Commission in Amiens, Beauvais, Rheims, and many other cathedrals.

ADOPTED FRENCH TOWNS. A number of French towns and villages in the devastated area have been ' adopted ' for sympathetic assistance by various British towns. The following is a list of such ' adoptions.'

Aldershot, Mesnil-Martinsart.—*Ayr*, Aire.—*Barking*, Morchies.—*Bexhill*, Bayencourt.—*Birkenhead*, Cambrai.—*Birmingham*, Albert.—*Blackburn*, Péronne and Maricourt.—*Blackpool*, Neuve-Chapelle.—*Bradford*, Bailleul and Nieppe.—*Brighouse*, Courcelette.—*Bristol*, Béthune.—*Burnley*, Miraumont, Colincamps, and Courcelles.—*Cambridge*, Vernand.—*Canterbury*, Lesbœufs and Morval.—*Cardiff*, Lens.—*Cheltenham*, Englefontaine.—*Chester*, Soissons.—*Cirencester*, Passel and Ville (Oise).—*Darlington*, Mercatel.—*Derby*, Barleux and Foncquevillers.—*Doncaster*, St-Léger.—*Eastbourne*, Bray-sur-Somme.—*Edinburgh*, Margny, Falaise, and Seraincourt (Ardennes).—*Eton*, Eton (Meuse).—*Evesham*, Hébuterne.—*Exeter*, Montdidier.—*Finsbury*, Blairville.—*Folkestone*, Morlancourt.—*Glasgow*, Vouziers.—*Gloucester*, Ovillers and La Boisselle.—*Halifax*, Metz-en-Couture.—*Hastings*, Sailly-au-Bois.—*Hertford*, Verquigneul.—*Hornsey*, Guillemont.—*Hove*, Bourlon.—*Huddersfield*, Hermies and Havrincourt.—*Ipswich*, Bazentin and Fricourt.—*Isle of Wight*, Monchy-le-Preux and Ecoust.—*Keighley*, Poix-du-Nord.—*Kensington*, Souchez.—

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King's Lynn, Pronville.—*Leamington*, Biaches.—*Leyton*, Authuille.—*Liverpool*, Givenchy-lez-la-Bassée.—*Llandudno*, Mametz.—*London* (*City of*), Verdun.—*Maidstone*, Montauban.—*Malvern*, Landrecies.—*Manchester*, Mézières.—*Marylebone* (*St.*), Sailly-Saillisel.—*Mitcham*, Chérisy.—*Newcastle*, Arras.—*Newport*, Neuville-St-Vaast.—*Oldham*, Ervillers.—*Oxford*, Fayet and district (Aisne).—*Paddington*, Vieille-Chapelle and Neuville-Vitasse.—*Petersfield*, Noreuil.—*Plymouth*, Estaires.—*Portsmouth*, Combles and Flers.—*Preston*, La Bassée.—*Rochdale*, Ginchy.—*Rye*, Coigneux (Somme).—*Sandwich*, Framerville.—*Sheffield*, Bapaume, Serre, and Puisieux.—*Southgate*, Curlu.—*Southampton*, Gueudecourt and Martinpuich.—*Southport*, Festubert.—*Southwark*, Cambrin.—*Stafford*, Bellenglise.—*Stockport*, Haybes (Ardennes).—*Stoke Poges*, Étricourt.—*Stourbridge*, Grandcourt.—*Swansea*, Carnoy.—*Teddington*, Ablain-St-Nazaire.—*Tonbridge*, Villages near Thiépval.—*Turton*, Jussy.—*Tunbridge Wells*, Bouzincourt.—*Wandsworth*, Villers-Plouich.—*Warwick*, Longavesnes.—*Westminster*, Gavrelle.—*Winchester*, Mailly-Maillet, Auchonvillers, Beaumont-Hamel, and Englebelmer.—*Windsor*, Hardecourt.—*Wolverhampton*, Berles-au-Bois and Gommecourt.—*Worcester*, Gouzeaucourt.—*Worthing*, Richebourg-l'Avoué.

Mauritius, Blérancourt and Landifay (Aisne).—*Melbourne*, Villers-Bretonneux.—*Montreal*, Avion.—*Sydney*, Poilcourt (Ardennes).

BOOKS AND MAPS

In the following brief list are grouped the names of a few more or less recent books that may be found useful and suggestive by the traveller in North-Eastern France, followed by a selection from the innumerable books that have already appeared on the War and its various phases. Books dealing with France and French history as a whole are omitted.

General Description. 'Travels in France, 1787–89,' by *Arthur Young*.—'North-Eastern France,' by *A. J. C. Hare* (1890).—'The Path to Rome,' by *Hilaire Belloc* (1902).—'The Motor Routes of France,' by *Gordon Home* (1910).—'The Path to Paris,' by *Frank Rutter* (1908).—'Journeys through France,' by *Hippolyte Taine*.—'Peeps into Picardy,' by *W. D. Crauford* and *E. A. Manton* (1914).—'An Inland Voyage,' by *R. L. Stevenson*.—'A Manual of Alsace-Lorraine,' by the Geographical Section of the Naval Intelligence Division (1920).—'Alsace-Lorraine,' by *Maurice Barrès* (1906).—'A Travers l'Alsace,' by *André Hallays* (1911).—'In the Heart of the Vosges' and 'East of Paris,' by *M. Betham Edwards* (1911 and 1902).—'Terre de Lorraine,' by *E. Badel* (1917).—'La Bourgogne,' by *J. Calmette* and *H. Drouot* (1912).—'The Lost Kingdom of Burgundy,' by *R. J. Casby* (1924).—'Burgundy Past and Present,' by *Evelyn M. Haich* (1927).—'A Wayfarer in Alsace,' by *B. S. Townroe* (1926).—'Country of the Vosges,' 'Watering Places of the Vosges,' both by *Henry S. Wolff* (1891).—'Motor Rambles in France,' by *F. C. Rimington* (1925).—'Zig-zags in France,' by *E. V. Lucas* (1926).—'Burgundy and Morvan,' by *W. M. Crowdy* (1926).—'Alsace-Lorraine,' by *A. W. Holland* (1926).—Letters of *Smollett*, *Victor Hugo*, *George Sand*, etc., etc.

History. 'Histoire d'Alsace,' by *R. Reuss* (1912).—'Histoire de Lorraine,' by *R. Parisot* (1919).—'Histoire de Franche-Comté,' by *L. Febvre* (1912).—'Histoire de Bourgogne,' by *A. Kleinclausz* (1909).—'The Story of Alsace-Lorraine,' by *L. F. Church* (1915).—'The Connection between England and Burgundy during the 15th Century,' by *L. V. D. Owen* (1909).—'Charles the Bold,' by *R. Putnam* (1908).—Histories of the campaigns of *Turenne*, *Condé*, *Marlborough*, and *Napoleon*.

Other Aspects. 'Gothic Architecture in France, England, and Italy' (1915), and 'Byzantine and Romanesque Architecture' (1920; vol. ii.), both by *Sir T. G. Jackson*.—'Cathedrals and Cloisters of the Isle de France' and 'Cathedrals and Cloisters of Midland France,' by *E. W. Rose* (1910, etc.).—'French Cathedrals, Monasteries, and Abbeys,' by *E. R. Pennell* (1909).—

'Cathedral Cities of France,' by *H. M.* and *H. Marshall* (1907).—'A Sentimental Journey,' by *Laurence Sterne*; and novels by *Alex. Dumas the Elder, Erckmann-Chatrian, Maurice Barrès*, and others.

BOOKS ABOUT THE WAR.

HISTORIES. Official Despatches of *Sir John French, Sir D. Haig*, and *General Pershing* (1914–19).—'The Official History of the War: Military Operations,' by the *Hon. J. Fortescue*.—'*The Times* History of the War' (1914, etc.).—'The History of the War,' by *John Buchan* (1915–21).—'The British Campaign in France and Flanders,' by *Sir A. Conan Doyle* (1918–20).—'A General Sketch of the European War,' by *H. Belloc* (1915, etc.).—'A Short History of the Great War,' by *John Pollard* (1920).—'A Concise Chronicle of the Events of the Great War,' by *P. P. Rowe* (1920).—'A Short History of the Great World-War,' by *F. M. Bridge* (1919).—'A History of the War,' by *H. C. O'Neill* (1920).—Many *Divisional Histories*, etc., are in course of publication.

NARRATIVES AND MEMOIRS. '1914,' by *Field-Marshal Viscount French of Ypres* (1919).—'Canada in Flanders,' by *Lord Beaverbrook* (1916, etc.).—'Australian Victories in France, 1918,' by *Gen. Sir J. Monash* (1920).—'The Australians: their Final Campaign,' by *F. M. Cutlack* (1919).—'The South African Forces in France,' by *John Buchan* (1920).—'The Indian Corps in France,' by *Lt.-Col. J. Merewether* and *Sir F. Smith* (1920).—'America's Part in the World War,' by *R. J. Beamish* and *F. A. March* (1920).—'America in France' (1919) and 'Our Greatest Battle: the Meuse-Argonne' (1920), both by *F. Palmer*.—'The American Army in the European Conflict,' by *Col. de Chambrun* and *Capt. de Marenches* (1920).—'At the American Front,' by *Capt. E. Feixotto* (1920).—'America in Battle,' by *H. S. Howland* (1926).—'The First Seven Divisions,' by *Lord E. Hamilton* (1916).—'Forty Days in 1914' and 'The Last Four Months,' both by *Mai.-Gen. Sir F. Maurice* (1919).—'The Fifth Army in March 1918,' by *W. Shaw Sparrow* (1921).—'General Headquarters, 1914–16, and its Critical Decisions,' by *Gen. von Falkenhayn* (1919).—'My War Memories, 1914–18,' by *Gen. Ludendorff* (1919).—'Out of My Life,' by *Field-Marshal von Hindenburg* (1920).—'The March on Paris,' by *Gen. von Kluck* (1920).—'*Memoirs of Prince Bülow*' (1929).—Also numerous books of graphic description by *Sir Philip Gibbs, Sir Perry Robinson*, and other former war-correspondents.

THE BATTLEFIELDS. 'The Old Front Line,' by *John Masefield* (1917).—'The Western Battlefields,' by *T. A. Lowe* (1921).—'Battlefields of the World War,' by *D. W. Johnson* (1921).—'The Romance of the Battle Line in France,' by *J. E. C. Bodley* (1920).—'The Belgian Front and its Notable Features,' by *W. Breton* (1918).—'Out of the Ruins: Reconstruction in France and Belgium,' by *G. B. Ford* (1919).—'La Terre Heroïque,' by *Henry Bidou* (1919).—'The Silent Cities of the Empire,' by *S. C. Hurst* (1929).

MAPS.

The touring maps most generally used in France are the CARTE TOURISTE DE FRANCE (1 : 400,000), published by the Touring Club de France, and the CARTES TARIDES (1 : 250,000; good conventional signs).

For visitors to the British Front the best maps are those issued, on different scales, by the Geographical Section of the General Staff, and obtainable from Edward Stanford, Ltd., 29 Charing Cross, London, S.W. 1, or Sifton, Praed, & Co., 67 St. James's St., London, S.W.1. The map of NORTH-WEST EUROPE (1 : 250,000; 3·95 miles per inch) in this series is useful to the general traveller.

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PRACTICAL INFORMATION

I. PASSPORTS AND CUSTOM HOUSE. MONEY AND EXPENSES. TOURIST AGENTS

Passports, which are necessary for all travellers entering France, must bear the photograph of the holder. British Foreign Office passports (7/6), valid for five years, and renewable for five years more (fee 1/ per year), are issued at the Passport Office, 1 Queen Anne's Gate Buildings, Dartmouth Street, London, S.W. 1 (10–4, Sat. 10–1), or may be obtained for a small additional fee through any tourist agent. There is a branch Passport Office at 36 Dale Street, Liverpool. The wife and young children of a traveller may be included on his passport without additional charge. Irish Free State passports (7/6; valid for two years) are issued by the Ministry of External Affairs, 23 St. Stephen's Green, Dublin. In the United States passports (charge $10) are issued by the Bureau of Citizenship, State Department, Washington, D.C.

British or Irish passports do not require the visa of a French consul, but American passports do (charge $2); French Passport Office in London, 51 Bedford Square, W.C. 1.

Identity Cards. A foreigner intending to remain in France more than 2 months should apply to a préfecture of police for a 'carte d'identité' (100 fr.; four photographs required). Tourists may arrange this matter through the landlord of their hotel or pension.

Custom House. Dutiable articles should always be declared, but trouble is avoided by excluding them from one's luggage. Matches may not be taken into France, and tobacco is dutiable, but small quantities of tobacco, cigars, or cigarettes are passed free, if declared. All hand luggage is examined on landing, both on outward and homeward journeys, and in some cases (enquire on booking) also registered through luggage. A personal appearance at the examination is very desirable.

Returning travellers may be reminded that the list of articles dutiable or forbidden in England includes tobacco, silk and artificial silk in all forms, spirits (including cordials and perfumes), sweetmeats, clocks, watches, scientific instruments, saccharin, and drugs, such as morphine or cocaine. Half-a-pint of spirits and ½ lb. of tobacco are usually passed free, if declared.

Money. The unit is the franc (fr.), subdivided into 100 centimes (c.). By law of July 1st, 1928, the franc was stabilized at the rate of 124.21 to the pound sterling and 25.25 to the American dollar, so that it is now roughly equivalent to 2d. or to 4 cents. New gold coins of 100 fr., silver coins of 5 fr., 10 fr., and 20 fr., and aluminium-bronze coins of ½ fr., 1 fr., and 2 fr. are to be struck; but the present Banque

de France notes for 5 fr. and 10 fr. will be legal tender until the end of 1932, and the yellow tokens (jetons) of the Paris Chamber of Commerce for ½ fr., 1 fr., and 2 fr. will likewise be current until gradually withdrawn. There are also nickel coins of 5, 10, and 25 c., and copper coins of 5 c. and 10 c. The 5 c. copper piece is the 'sou' of popular commerce, and prices are frequently quoted in sous (10 sous = ½ fr., 20 sous = 1 fr., 100 sous = 5 fr.). Bank-notes for 5 fr., 10 fr., 50 fr., 100 fr., 500 fr., and 1000 fr. are issued by the Banque de France.

Money for an extended tour may be conveniently carried in the form of a letter of credit from a bank. The travellers' cheques issued by English banks and by the chief American express companies and the Association of American banks and the circular notes of Messrs. Cook may likewise be mentioned. A supply of French change, for gratuities and other incidental expenses of the journey, should be obtained before leaving home. British bank and treasury notes are accepted at all the larger hotels, but are exchanged to best advantage at a good bank.—British postal orders are not negotiable in France.—The clearing of cheques on London occupies about a week, or on the provinces ten days.

Expenses have grown heavier since the War, though for English and American tourists, favoured by the exchange, the cost of actual travel is comparatively light. The cost of a tour in N.E. France, in average comfort and including an average amount of travelling, need not be more than 15/–20/ per day, and with some management and care may be considerably less. Residence in the leading hotels of the frequented tourist resorts and health resorts will make it considerably more.—For hotel charges, see p. lxiv.

Tourist Agents. Detailed information, including the leaflets issued by the local 'Syndicats d'Initiative' (p. lxix), may be obtained at the *Office Français du Tourisme* (London branch, 56 Haymarket, S.W. 1; Paris office, 17 Rue de Surène, 8e). There are many tourist agents who sell railway tickets and circular tickets and, for the payment of an inclusive sum, will relieve the traveller of all trouble and anxiety with regard to transport and hotel accommodation. Tours to suit all purses are arranged by the tourist agencies in London mentioned below, several of which have branches in other towns. Travellers who join a party with a fixed itinerary pay considerably less than those who are 'conducted' independently with an itinerary of their own choosing.

Thomas Cook & Son, Berkeley St., W. 1, Ludgate Circus, E.C. 4, 125 Pall Mall, S.W. 1, 378 Strand, 86 Oxford St., 122 High Holborn, 81 Cheapside, 21 Kensington High St., etc.; *Pickford's Ltd.*, 205 High Holborn, W.C. 1, 156 Brompton Rd., S.W. 3, etc.; *Sir Henry Lunn Limited*, 5 Endsleigh Gardens, N.W. 1; *George Lunn Tours Ltd.*, 74 Wigmore St., W. 1; *American Express Co.*, 6 Haymarket, S.W. 1, and 16 Bury St., E.C. 3; *Dean & Dawson*, 81 Piccadilly and 26 Aldersgate St.; *Frame*, 92 Southampton Row, W.C. 1; *Polytechnic Touring Association*,

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309 Regent St., W. 1; *Bennett's Travel Bureau*, 66 Haymarket, S.W. 1. Several of the large London 'stores' likewise have touring departments.

The London office of the *International Sleeping Car Co.* is 20 St. James's St., S.W. 1.

II. RAILWAYS

Railways are still the most used means of communication in France, where they do not suffer from motor coach competition (comp. p. lxiii).—The principal railways in N.E. France are the *Chemins de Fer du Nord* (serving French Flanders, Artois, Picardy, and Île-de-France), *de l'Est* (Champagne, the Ardennes, and French Lorraine), *d'Alsace-Lorraine* (the former German system in the annexed provinces), and *de Paris–Lyon–Méditerranée* (Burgundy, Franche-Comté, the Jura, etc.). On the main routes corridor or 'semi-corridor' coaches are the rule, and the boat-trains and international expresses have restaurant and sleeping cars. The more important business and tourist expresses have restaurant cars, but travellers must not expect these as a matter of course (comp. the time-tables, see p. lxii). The service of trains on Sun. is the same as on week-days. The international 'trains de luxe' (first-class only, with supplement) run from Calais, Boulogne, and Paris to various Continental capitals and tourist resorts. First- and second-class Pullman cars (supplement) are run on some important trains; a few expresses, e.g. the 'Golden Arrow' between Calais and Paris, are composed entirely of first-class Pullman cars. Some of the 'rapides' carry first-class or first- and second-class passengers only, and to others second- or third-class passengers are admitted only when they hold tickets for journeys of more than a certain minimum distance. The 'express,' not so fast as the 'rapide,' carries all classes. The omnibus is the ordinary stopping train. 'Trains automoteurs' are rail motors.—The third-class carriages are much inferior to English third-class carriages, but the second-class is usually comfortable. In Alsace-Lorraine there is a fourth class, but no first class except in through trains from other parts of France.—Seats in expresses may be reserved in advance ('garde-places' 3–9 fr. per seat).—The *Nord* is the fastest express line in France, some trains averaging 55–60 m. an hour. The *P.L.M.* and the *Est* are less speedy.

Smoking carriages are labelled 'fumeurs'; but smoking is permitted also in other compartments unless a passenger objects. Ladies' compartments are marked 'dames seules.' The guard is called 'conducteur'; a porter is usually 'porteur.'—The right to a seat in a compartment is established by placing any article of luggage or apparel on it (but not a newspaper). The right to open or close a window is held to be vested in the person sitting nearest to it. —The attendant reserves places for meals taken in the dining-car ('wagon-restaurant'; one class only; lunch or dinner c. 20 fr., wine excluded), into which luggage may not be taken.—The principal stations have 'buffets,' where good plain meals may be obtained (comp. p. lxiv); the 'buvette' is a simple refreshment bar.

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SLEEPING CARS. On the 'trains de luxe' and on certain night 'rapides,' the International Sleeping Car Co. run comfortable *Wagons-Lits* for which a supplementary charge is made above the 1st class fare.—*Lits-Salons* or *Lits-Toilettes* are 1st class compartments with seats for three (occasionally two) passengers which convert into berths at night; the supplement is high. *Couchettes* (1st class only, except on the État Rly.) are ordinary corridor compartments which convert into 4-berth sleeping compartments, with two upper berths (similar to English 3rd class sleeping cars). The supplement is much less.

The LIGHT RAILWAYS, which form a very extensive network connected with the great railway systems, range from the regular branch-lines of the Société des Chemins-de-Fer Économiques, etc., to the humble steam-tramway laid beside the carriage-road. The trains are slow and generally have only two classes; the services are arranged to meet local needs, and the carriages are often crowded by country folk on market-days. They often, however, offer convenient assistance to the pedestrians, and in some districts (e.g. near Albert, Rheims, and Verdun) they will be found useful for visiting the battlefields.

FARES on French railways are at present calculated at the rates of 45 fr. 5 c. (1st class), 30 fr. 40 c. (2nd class), and 19 fr. 80 c. (3rd class) per 100 kilometres (62 m.), in addition to which a tax of 25 c. is levied on all fares from 10 to 100 fr. and 50 c. on all fares over 100 fr. The fares (minus the tax) for the principal routes are quoted in this handbook; but as distances are given both in kilometres and miles in the text for all important stations the fare between any two places may be easily reckoned.—Return tickets, valid for 2 days for journeys up to 100 km., and for one extra day for each additional 100 km. or fraction thereof, are issued at a reduction of 20% (1st class, 25%). Children between the ages of three and eight travel at half fares. Family tickets are issued at reduced rates.

The Indicateur Chaix (see below) contains a table (barême) showing the single and return fare for every distance up to 1200 km. (745 m.).—The fares on the light railways vary considerably.

TIME TABLES. *Bradshaw's Continental Guide* (3/6) and *Cook's Continental Time Table* (2/6) are the leading English International time tables. The best French time tables are the unwieldy but useful *Indicateur Chaix* (weekly 6 fr.) and the various *Livrets Chaix* (weekly $1\frac{1}{2}$–$2\frac{1}{2}$ fr.) for the different companies. Railway time in France is West Europe time, which is the same as Greenwich or English time, and summer time in France begins and ends on the same dates as in England. The twenty-four hour system, reckoned from midnight to midnight (so that 1 p.m. is 13 o'clock, etc.) is in operation on French railways. Midnight is 0 o'clock for trains starting, 24 o'clock for trains arriving.

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LUGGAGE. The traveller who carries hand luggage only will save time and avoid trouble. All larger packages must be 'registered,' *i.e.* handed in, weighed, and provided with an official label, the counterfoil of which ('bulletin d'enregistrement') is retained by the passenger and produced at the destination. The charge for registration is 1 fr. 30 c. each package; bicycles are not specially charged for. The free allowance of luggage is 30 kg. or 66 lb. for each ticket, which must be shown (20 kg. for each half-ticket).—Passengers need not see their heavy luggage transferred at stations where they change trains; it very seldom fails to arrive punctually. Valuable luggage should, however, be insured. —Ample time should be allowed for the process of registering luggage at any of the larger stations (e.g. Amiens), where the crowd is usually great.—The left luggage office or cloakroom (charge c. 95 c. per day per package) is known as the 'consigne.'

III. ROAD TRANSPORT

Travellers from England will note with a certain amount of surprise that public motor transport in France, the cradle of the internal combustion engine and the country of the perfectly engineered highway, is as yet very little developed. Those accustomed to the comfortable and up-to-date motor coaches and motor omnibuses plying in all parts of Great Britain will look in vain for their counterpart in France. French provincial towns, with few exceptions, rely on inadequate, noisy and antiquated tramways for their internal transport. Such motor services as exist are designed to supplement the great railway systems; indeed the most ambitious 'autocar' services are actually run by one of the chief railway companies (the P.L.M.; see below). There is none of that keen competition between road and rail that is such a feature of modern transport conditions in Great Britain. The services in force are briefly indicated below.

Motor Buses. A few towns in North-Eastern France, such as Lille, Rheims, Calais, and Valenciennes, supplement their tramways with meagre motor-bus services running at infrequent intervals to one or two suburbs.

Motor Coaches (*Autocars*). The public motor coach, as known in Great Britain, may be said (with a few trifling exceptions) to be non-existent. The great majority of the motor coaches (known in France as *Autocars*) are run on seasonal schedules (generally from June to Sept. only), and the traffic is essentially of a tourist rather than a business nature. The cost of travelling by autocar is c. 50–60 c. per kilometre, or rather more than first-class railway fare, for short stages (proportionately less for complete 'circuits').

The *P.L.M.* Railway runs tours or 'circuits' in the Jura and Savoy (pp. 284, 308), in Burgundy (p. 277), and in the Avallonnais and Morvan (pp. 264–265); the *Est* runs 'circuits' in the Vosges (p. 185) and in the Ardennes (p. 136); and the *Nord* a 'circuit' of the 'Côte d'Opale' (p. 15). In addition, the *Alsace-Lorraine Railways* have several services in Alsace (pp. 221, 236, 242). Apart from these and a few private enterprises organizing tours of the Battlefields (from Rheims, Amiens, Verdun, etc.), and one or two in the Vosges and the

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Jura, there are practically no public motor services in North-Eastern France, though it is possible that the next few years will witness a revolution in transport facilities.

IV: HOTELS AND RESTAURANTS

First-class hotels are to be found at the Channel ports and in cities such as Amiens, Rheims, Nancy, Metz, Strasbourg, and Dijon, with charges varying from 25 to 100 fr. for a single room, and from 12 to 40 fr. for luncheon or dinner. The cheaper advertised rooms are, however, not always found to be free. The charges in the former war areas are usually higher than in less sophisticated places. In the smaller towns the old-established and often quaintly named houses, notably the 'hostelleries' of Eastern France, will be found comfortable, at charges considerably less (room 10–40 fr., lunch or dinner 12–20 fr.). As a rough guide to hotel prices, it may be taken that the minimum price for a single room in the smaller hotels is approximately the same as the charge for lunch or dinner. At the inns of market-towns, etc., the principal meal of the day (10–16 fr., excluding wine) is taken at noon. Most hotels, even in small towns, have central heating and a hot-water supply in the bedrooms. The inscription 'T.C.F.' displayed by a hotel indicates its inclusion in the list of the *Touring Club de France* (comp. p. lxix).—The gratuities expected by hotel servants amount roughly to not less than 10 per cent. on the amount of the bill. In most hotels 10 per cent. is added to the bill for 'service,' and a government tax of 4 per cent. as well at all hotels of the 'first category' (a somewhat arbitrary distinction); at these gratuities need not be given, though the luggage-porter usually expects to be remembered.

Restaurants and Cafés. All the larger towns, and some of moderate size, contain restaurants where travellers may prefer to lunch or dine; but in the smaller places meals are best obtained in the hotels. The charges at a first-class restaurant are 20–40 fr. for a table-d'hôte meal; good cooking is, however, often found at much more inexpensive establishments. Most railway buffets provide good table-d'hôte meals (12–16 fr.) from noon until 3 o'clock and from 6 to 9 p.m., and serve meals à la carte at other hours. The table wine ('vin ordinaire'), now rarely included in the price of the meal, will be found drinkable, especially in wine-growing districts such as Alsace or Burgundy.—The cafés are generally situated in the principal squares, and in all the larger places music is one of their chief features. Notepaper and postage-stamps may be obtained from the waiters.—The head waiter ('maître d'hotel') should not be addressed as 'garçon,' a term reserved for his subordinates.

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V. POSTAL INFORMATION

	In France	Abroad
LETTERS ...	50 c. for 20 gr.; 75 c. for 50 gr.; 1 fr. for 100 gr.; then 30 c. per 100 gr.	1½ fr. for 20 gr.; then 90 c. per 20 gr.
POST CARDS ...	40 c.; reply 80 c.	90 c.; reply 1 fr. 80 c.
PICTURE POST CARDS ...	25 c. (with not more than 5 words)	90 c.
NEWSPAPERS ...	20 c. each, up to 60 gr.	30 c. per 50 gr.
TELEGRAMS ...	20–25 c. per word, according to distance (minimum 2 fr.) with a tax of 1 fr.	To Great Britain, 1 fr. 25 c. per word; to New York, 5 fr. 60 c. per word

Letters may be sent by AIR MAIL at the following additional charges: up to 20 gr., 40 c.; 20–50 gr., 70 c.; 50–100 gr., 1 fr.; then 20 c. per 100 gr.

Post offices are generally open from 8 a.m. to 7 p.m. on week-days and are closed on Sun. and recognized holidays. Correspondence, including telegrams, marked 'Poste Restante' (to be called for) may be addressed to any post office, and is handed to the addressee on proof of identity (passport or visiting card) and payment of a fee of 30 c. for each letter or package. The Postes Restantes at the head post offices (mentioned in this guide) are open also on Sun. up to 11 a.m. The poste restante clerk is sometimes careless. The surname of the addressee should be very clearly written and no 'Esq.' should be added. Letters are registered ('recommandé') for a fee of 1 fr. in France, 1 fr. 25 c. for abroad. Registered letters are not delivered without proof of identity.—Postage stamps are on sale at most tobacconists' shops. Letter boxes, often very inconspicuous, are painted blue.

VI. MOTORING AND CYCLING

Motoring. Motorists and motor-cyclists proposing to tour in France will save much trouble by joining the *Automobile Association* (Fanum House, 66 Whitcomb St., London, W.C. 2), the *Royal Automobile Club* (Pall Mall, S.W. 1), the *Automobile Club of America*, or the *Touring Club de France* (p. lxix). These societies arrange for the issue to their members of 'triptyques' or entry-permits ('carnets de passages' when they apply to more than one country), which reduce the frontier formalities to a minimum; and they furnish also the international driving licences and the nationality and description plates required by the terms of the International Convention. Each car should have two white lights in front and a red rear light (on the *near* side). The number plate must be illumined at night. The horn should be high-toned.

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SHIPMENT FEES vary with the weight and wheelbase of the car; the following are the charges at owner's risk (at company's risk, c. 33% higher). By passenger steamer from Southampton to *Caen*, *Le Havre*, or *St-Malo*, car £4–£8 15/, motor-cycle 9/; from Newhaven to *Dieppe*, car £3 19/–£8 14/ (by cargo boat £2–£6), motor-cycle 12/; from Dover or Folkestone to *Calais* or *Boulogne*, car £3 15/–£10 (by cargo boat £2–£6), motor-cycle 20/; from Tilbury to *Dunkirk*, car £2–£6, motor-cycle 15/. By motor-car ferry service of Townsend Brothers, Ltd. (101 Leadenhall St., London, E.C. 3) from Dover to *Calais*, car £2–£6, motor-cycle 15/. In addition there are landing fees varying from 1s. at St-Malo to 12/6 at Le Havre. No motor spirit may be shipped either in the tank or in tins, but a supply of 'essence' (not 'pétrole') may be obtained on the quay at the port of entry. Some motorists buy only a small quantity on the quay and fill up at one of the larger establishments in the town.

Immediately on ENTERING FRANCE the motorist must obtain a 'laissez passer' at a Bureau des Contributions Indirectes, stating the proposed duration of his stay, and paying at the rate of 10 fr. per day. A 'permis de circulation' extending the period (if necessary, to the last day of the current quarter) may be obtained on payment at the rate of 80 c. per horse-power per day. If a new quarter be entered (quarter days Jan. 1st, April 1st, July 1st, Oct. 1st), the motorist must at once pay a quarter's tax on his car at ordinary French rates (36–52 fr. per horse-power per annum; cycle-cars 120 fr. per annum), for which he will receive another 'permis de circulation.' It is important to conform to these regulations without a day's delay, and also, when crossing a frontier (especially by other than a main road), to see that the triptyque or carnet is properly stamped by the customs officials.

The ROADS in France, especially the 'routes nationales' or main highways maintained by the State, are excellent for motoring or cycling as regards gradients, though the surface has in many cases been suffered to deteriorate. The roads next in importance are the 'routes départementales' and 'grandes routes' or 'grandes chaussées.' Distances in kilomètres are given on the usual stones and on the guide-posts. Warning signs, which are for the most part self-explanatory, are placed on the right-hand side of the road. There is no speed limit for motor-cars in France, but drivers are expected to slow down at the sign 'Ralentir' outside villages and, in fact, whenever prudence demands it. Drivers should halt at once on hearing the gendarme's whistle.

The RULE OF THE ROAD in France is to pass on the right and to overtake on the left. At forks and cross-roads right of way must be given to traffic on the 'routes nationales' or other great roads; when there is no 'superior' road, to traffic coming from the right.

GENERAL HINTS. In spite of statements to the contrary, tyres to fit British cars are not always easily obtained in France; spares should therefore be taken, but only two spare wheels are allowed duty free. If spare parts have to be sent out after the car, this is best arranged through the A.A. or the Royal Automobile Club. Old parts must be re-exported

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with the car. The best 'essence' is known as 'Tourisme' and is obtained from pumps (by the 'bidon') or in sealed tins. The 'bidon' or usual tin holds 5 litres, or just over a gallon (1·1 gal.). In warm climates a thicker oil should be used than at home. A spare tin of water should always be carried. Shock-absorbers are a prudent addition, though 'casses,' or drainage gullies, across roads are not so frequent as formerly. Frontiers should be crossed only at hours when the custom-houses on both sides are open. Customs formalities take ½–¾ hr.

CARS FOR HIRE are available in most towns of any size, at variable charges, ranging from 3 fr. per kilometre, or roughly 5 fr. per mile, upwards. Light cars may be hired at lower rates (c. 1½–2 fr. per kilometre). It is desirable to fix the length of the journey beforehand with a map, as the estimates of the car-owners generally err on the liberal side.

Cyclists entering France with their machines must have a passport, and are required to deposit the amount of the customs duty on their machines. This latter formality may be avoided by obtaining a 'customs ticket' (issued free to members) from the *Cyclists' Touring Club* (3 Craven Hill, London, W. 2). All cycles should have a bell or horn and a lamp, and must bear also a tax-disc (3 fr. per year for each seat; motor cycles 12 fr.) and an identification disc with the owner's name and address. Foreign cyclists who obtain a 'permis de circulation' (2 fr.) from the customs authorities or at any tobacconist's are exempted from the 3 franc tax.

Glossary of Motoring and Cycling Terms

The following short glossary of technical terms is intended to be a help in time of trouble, especially in out-of-the-way places where English is not understood. The words in italics are feminine.

AXLE, essieu
BACKFIRE, retour de flamme
BEARING, Coussinet, palier. Ball-bearing, coussinet à billes
BELL, grelot
BELT, *courroie*
BICYCLE, 'vélo,' *bicyclette*
BOLT, boulon
BONNET, capot
BRAKE, frein. To adjust (reline) the brakes, ajuster (or garnir) les freins
BROKEN DOWN, en panne
BUCKLED WHEEL, *roue voilée*
CAMSHAFT, arbre à cames
CARBIDE, carbure
CARBURETTOR, Carburateur. Jet, jet. Float, flotteur
CLUTCH, embrayage. To declutch, débrayer
COCK OR TAP, robinet
COG WHEEL, *roue dentée*
COIL, *bobine*
CONDENSER, condensateur
CONNECTING ROD, *bielle*
CRANK, *manivelle*. Crankshaft, arbre à manivelles. Crank-pin, axe de manivelle. Bent crank, *manivelle faussée*
CROWN WHEEL, *couronne dentée*
CYLINDERS, cylindres. Cylinder head, *culasse*
DECARBONIZE, TO, décalaminer, dégraphiter
DIFFERENTIAL, differentiel
EXHAUST, échappement
FAN, ventilateur
FORK, *fourche*
FRENCH CHALK, *craie*, talc
FRICTION, frottement
GEAR, engrenage. Gearbox, *boîte* d'engrenages, *boîte* de changement de vitesses
GREASE, *graisse*. Grease-gun, compresseur à graisse
GUDGEON PIN, clapet du piston
HANDLEBAR, guidon

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HOOD, *capote*
HORN, *corne*, 'klaxon'
HUB, moyeu
IGNITION, allumage, *ignition*
JACK, cric
'KNOCK,' TO, cogner
LAMP BULB, *ampoule*. Headlamps, phares
LEVER, levier
LIFTING TACKLE, palan
LUBRICATOR, graisseur
LUGGAGE-GRID, porte-bagages
MAGNETO, magnéto
MISFIRE, rater
MOTOR CAR, '*auto*,' *automobile*. Motor bicycle, '*moto*,' *motocyclette*
MUDGUARD, garde-boue, *aile*
NUMBER-PLATE, *plaque indicatrice*
NUT, écrou
OIL, *huile* (à graisser). Oilcan, *burette*
PATCHES (rubber), *pastilles*
PEDAL, *pédale*
PETROL, *essence* ('tourisme')
PINION, pignon
PIPE, tuyau
PISTON RINGS, segments de piston
PLUG, bouchon. Sparking plug, *bougie*
PRESSURE-GAUGE, manomètre
PROPELLER-SHAFT, arbre de commande, arbre à cardans
PUMP, *pompe*. Footpump, *pompe* à pied
PUNCTURE, *perforation*
RADIATOR, radiateur
RIM, *jante*. Hollow rim, *jante creuse*
RUBBER, caoutchouc. Rubber solution, *dissolution* de caoutchouc
SCREW, *vis*. Screwdriver, tournevis
SHAFT, arbre. Crankshaft, arbre à manivelles
SHOCK-ABSORBERS, amortisseurs
SHORT-CIRCUIT, court-circuit
SIDESLIP, dérapage
SILENCER, silencieux
SKID, TO, patiner
SPANNER, *clef*. Box spanner, *clef* à douille
SPARK, *étincelle*
SPEEDOMETER, compteur
SPLIT PINS, *goupilles*
SPOKE, rayon
SPRING, ressort
STARTER, démarreur
STARTING HANDLE, *manivelle* de démarrage
STEERING WHEEL, volant de direction
STRAP, *courroie*
SWITCH, interrupteur
THROTTLE, accelerateur
TOOLS, outils
TYRE, pneu. Deflated tyre, pneu dégonflé. Cover, *enveloppe*. Tube, *chambre* à air
VALVE, *soupape*. Valve-gear, arbre à cames. Inlet valve, *soupape* d'admission. Exhaust valve, *soupape* d'échappement. To grind the valves, roder les soupapes
WASHER, *rondelle*
WATER JACKET, *enveloppe d'eau*
WHEELBASE, écartement des essieux
WHEELBRACE, vilebrequin
WINDSCREEN, pare-brise
WRENCH, ADJUSTABLE, *clef anglaise*

VII. GENERAL HINTS

Season. The best months for visits to the regions described in this handbook are June to September, inclusive. At the Channel coast resorts and at the fashionable spas of Vittel, Contrexéville, Plombières, Luxeuil, etc., the season is at its height in July and August. The Vosges and the Jura attract visitors for winter sports at and after Christmas.

Plan of Tour. Suggestions have already been made as to visits to the battlefields (p. lv). The region of France to the N. and N.E. of Paris was formerly considered somewhat barren of general interest to the tourist, but the War and the restoration of Alsace-Lorraine have altered this point of view. The cathedrals of Amiens, Laon, Rheims, Strasbourg, Metz, and Troyes offer a rich delight to the lover of Gothic architecture, while farther S. are the important churches of Sens, Vézelay, Semur, Dijon, Besançon, Nevers, Moulins, Autun, and Brou (Bourg), representing various phases of the

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Burgundian Gothic and Renaissance. Among the art collections of foremost interest are the important gallery of Lille, the interesting Musée de Picardie in Amiens, the large galleries of Rheims and Strasbourg, the unique collection of the early German painters at Colmar, and the sculptures and paintings housed in the old palace of the dukes of Burgundy at Dijon. Many of the minor churches, as well as the cathedrals, deserve a visit for their wealth of stained glass. The Vosges and the Jura make an appeal to the pedestrian and the explorer of comparatively little-known but very picturesque country; and the Morvan and Nivernais offer a kindred interest, though on a smaller scale.

Language. Except in out-of-the-way districts the traveller who knows no language but English will meet with few difficulties in N.E. France. English is very generally understood in the towns, and especially at the hotels; but familiarity with French will add much to the traveller's enjoyment.

Public Holidays. General public holidays in France are New Year's Day, Easter Monday, Ascension Day, July 14th (Fête Nationale), Assumption Day (Aug. 15th), All Saints' Day (Nov. 1st), Armistice Day (Nov. 11th), and Christmas Day. In addition there are various local holidays.

Museums and Churches. Nearly all museums are shut on Mondays (either all day or in the mornings); and churches and museums usually close daily between noon and 2 p.m.

Syndicats d'Initiative. The 'syndicats d'initiative,' to be found at all tourist resorts, are associations formed to attract and assist the visitor by supplying him (usually gratis) with details of local attractions and excursions, small local guide-books and maps, and other useful local information.

Touring Club de France. Tourists, especially motorists and cyclists, derive a number of advantages by joining the *Touring Club de France* (65 Avenue de la Grande-Armée, Paris; 20 fr. per annum), probably the largest association of its kind in the world.—The Paris headquarters of the *Club Alpin Français* are at No. 30 Rue du Bac.

Weights and Measures. The metric system, a uniform decimal system of weights, measures, and coins, was legalized in France in 1801 and became obligatory in 1840. The *mètre* is the unit of length, the *gramme* of weight, the *are* of land-measurement, the *litre* of capacity. Greek prefixes (déca-, hecto-, kilo-, myria-) are used with these names to express multiples; Latin prefixes (déci-, centi-, milli-) to express fractions (kilomètre = 1000 mètres, millimètre = 1000th part of a mètre).

For approximate calculations the mètre may be taken as 39 inches, the litre as $1\frac{3}{4}$ pint, the hectolitre as 22 gallons, the hectare as $2\frac{1}{2}$ acres, 15 grammes as $\frac{1}{2}$ oz., and 8 kilomètres as 5 miles.

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Some French Usages. Forms of politeness are more ceremonious in France than in Great Britain or America. Men doff their hats in restaurants and cafés, and frequently also in shops, picture-galleries, and the like. They greet each other by raising their hats. Gentlemen are expected to salute a lady before she bows to them, and in speaking to her, to remain uncovered until requested to resume their hats. The hat is usually raised also when a funeral is passed in the streets. The terms 'monsieur,' 'madame,' 'mademoiselle' are used in addressing strangers of whatever rank.

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I. APPROACHES FROM ENGLAND

ROUTE	PAGE
1. London to Paris and to Lille viâ Dover and Calais	1
2. London to Paris viâ Folkestone and Boulogne	2
3. London to Paris viâ Newhaven and Dieppe	2
4. London to Paris viâ Southampton and Havre	3
5. London to Paris and to Lille viâ Tilbury and Dunkirk	6
6. Paris	6

Among other passenger services between England and N.E. France may be noted that of the weekly L.M.S. steamers from *Goole* to (c. 22 hrs.) *Dunkirk* (only a few passengers carried; for fares, etc., apply L.M.S. Rly.); and the following transatlantic lines: between *London* (Tilbury or North Woolwich) and *Boulogne*, Blue Star Line, fortnightly (40/); Atlantic Transport Line, weekly (60/, 30/); between *Southampton* and *Le Havre*, White Star Line, c. fortnightly (40/, 30/, return 60/, 50/), Cunard Line (same fares); also White Star and Cunard Lines between *Le Havre* and *London* (60/, 40/).

Travellers from America may proceed by transatlantic liner direct to *Le Havre*, *Cherbourg*, or *Boulogne* for Paris.

Air Services. Regular air-services between *London* (Croydon Aerodrome) and *Paris* (Le Bourget Aerodrome) are maintained by *Imperial Airways Ltd.* and by the *Air Union*. The flight takes c. 2½ hrs. (c. £5 15/, £4 15/, return £10 18/6, £9 0/6; fares reduced in winter). Passengers are conveyed by motor-car, free of charge, between the cities and the aerodromes. Some Airways planes call at *Le Touquet* (Berck Aerodrome; p. 21; c. £3 10/, return £6 13/). The free luggage allowance is 30 lb. or 15 kg.; excess luggage 3*d.* or 4*d.* per lb. or 3½–4½ fr. per kg.; heavy luggage can be sent by luggage planes, to arrive either in advance of or shortly after the owner. Places and full information may be obtained in London from Imperial Airways Ltd. (Airways House, Charles Street, S.W. 1), Air Union (52 Haymarket, S.W. 1), Thomas Cook & Son (Berkeley Street, W. 1), the American Express Co. (6 Haymarket); in Paris from Imperial Airways Ltd. (38 Avenue de l'Opéra), Air Union (9 Rue Auber), Thomas Cook & Son (2 Place de la Madeleine, etc.), the American Express Co. (11 Rue Scribe), and from other agents in both cities. Aeroplane 'taxis' (3 passengers) may be hired for c. 2/ per mile from any of the passenger flying companies or from most flying clubs. —*Aerial Time-Table* ('L'Indicateur Aérien'), monthly, 4 fr.

1. FROM LONDON TO PARIS AND TO LILLE VIÂ DOVER AND CALAIS

[illegible]8 m. Daylight service twice daily (incl. Sun.) in 7–7¼ hrs. (fares c. £3 12/11, [illegible] 11/7, £1 15/9, return £6 13/8, £4 16/8, £3 6/11, subject to alteration with the rate of exchange); to *Lille*, 171 m. in 5–5¾ hrs. (c. £2 19/2, £2 2/3, £1 9/8, return £5 13/9, £4 1/10, £2 17/4). Luggage registered to Paris is examined there.—'Golden Arrow' Express ('Flèche d'Or'; first-class Pullman cars only and a special steamer) to Paris in 6¼ hrs. (£5 inclusive, or 27/1 over 1st cl. fare).—Seats in the trains to and from Dover (1/, Pullman car 3/6), deck-cabins on the steamers

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(21/–84/), and seats in the trains between Calais and Paris (2/, Pullman car 11/4, in the 'Golden Arrow' 25/5) may be reserved in advance (Paris office, 14 Rue du Quatre-Septembre). Holders of 2nd class tickets may travel 1st class on the steamer on payment of 5/. No 3rd class on Paris boat-expresses.

The journey from London (Victoria) to *Dover* (77½ m. in 1½–1¾ hr.), is described in the *Blue Guide to England*. At Dover the boat-trains run on to the Marine Station on the Admiralty Pier, whence the steamer crosses the Channel to (25 m.) *Calais* in 1¼ hr. (fares from Dover, 19/6, 15/8).

Calais, and thence to **Paris,** see Rte. 7; to **Lille,** see Rte. 9A.

2. FROM LONDON TO PARIS VIÂ FOLKESTONE AND BOULOGNE

256¼ m. Daylight service twice daily (incl. Sun.) in 7–8¾ hrs. (c. £3 6/, £2 6/6, £1 12/10, return £6 2/1, £4 7/6, £3 1/11). Luggage registered to Paris is examined there.—Seats and cabins may be reserved in advance (as viâ Calais). Holders of 2nd class tickets may travel 1st class on the steamer on payment of 5/. First- and second-class Pullman cars run on some trains between Boulogne and Paris (supplement 10/, 6/8). No 3rd class on Paris boat-expresses.

A night service runs in 9¼ hrs. occasionally in summer viâ *Dover* and *Boulogne*.

The route from London (Victoria) to *Folkestone Harbour* (72 m. in 1¾ hr.), is described in the *Blue Guide to England*. At Folkestone the boat-trains run alongside the steamer, which crosses to (26 m.) *Boulogne* in 1½ hr. (fares from Folkestone, 18/4, 14/6).

Boulogne, and thence to **Paris,** see Rte. 8.

3. FROM LONDON TO PARIS VIÂ NEWHAVEN AND DIEPPE

225¾ m. Daylight service daily (incl. Sun.) in 8 hrs. (c. £2 14/9, £1 19/9, return £5 0/6, £3 10/6, no 3rd class). Nightly service (incl. Sun.) in 9 hrs. (same fares; 3rd cl. £1 7/6, return £2 11/6). Luggage registered to Paris is examined there.—Pullman car seats (2/6 extra) in the trains to and from Newhaven, 1st class berths (1/ extra; private cabins 26/–63/) on the steamers, and seats (2/ extra) in the trains between Dieppe and Paris may be reserved in advance. Transference from 2nd class to 1st class on the steamer, 9/; from 3rd class to 2nd class, 7/2. 1st class couchettes (49 fr. 55 c. extra) are available on the night service between Dieppe and Paris.

From London (Victoria) to *Newhaven Harbour* (56½ m. in 1½–2 hrs.), see the *Blue Guide to England*. The boat-trains run alongside the steamer, which crosses to (65 m.) ***Dieppe*** in 3¼–4 hrs. (fares from Newhaven, 36/8, 27/10, 20/10).

DIEPPE (*Grand-Hôtel*; *Royal*; *Metropole*; *Regina Palace*; *Chariot-d'Or*; etc.), a seaport, fishing-harbour, and fashionable watering-place (24,658 inhab.), is well situated at the mouth of the *Arques*, which is flanked by chalk cliffs. It has a much-restored 15th cent. *Castle*, a beautiful Gothic Church (*St-Jacques*) noteworthy for its buttresses, fine W. portal, good stained glass, and interior sculptures, and a ...rish church (*St-Rémy*) of the transition from Gothic to ...issance. The *Musée*, in the Castle, contains paintings,

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local curiosities, and a collection of furniture, autographs, sketches, etc., presented in 1889 by Camille Saint-Saëns, the composer (1835–1921). The main attraction of Dieppe is the fine sea front, with the *Casino*.

For a full description of Dieppe and its neighbourhood and for the railways to (28 m. N.E.) *Le Tréport*, (72 m. S.W.) *Havre*, (38 m. S.) *Rouen*, or to *Paris* see the *Blue Guide to Normandy* or the *Blue Guide to North-Western France*.

From Dieppe to Paris.

Railway viâ Pontoise, 104¼ m. (168 km.) in 2½ hrs. (75 fr. 70, 51 fr. 10, 33 fr. 30 c.). This route is briefly described below.—The alternative route viâ Rouen, 124¼ m. (201 km.) in 2¼–4 hrs. (90 fr. 55, 61 fr. 10, 39 fr. 85 c.), joins the line from Le Havre to Paris (Rte. 4) at *Malaunay* (p. 4), which is 32 m. (52 km.) from Dieppe. Through passengers from England to Paris may travel viâ Rouen, and break their journey there, without extra charge. The day boat-train to Paris and the night boat-train from Paris travel viâ Rouen, the others viâ Pontoise.

Road, 114¼ m. (184 km.).—36 m. (58 km.) **Rouen** (p. 4).—51½ m. (83 km.) *Fleury*.—77 m. (124 km.) *Magny-en-Vexin*.—93¾ m. (157 km.) **Pontoise** (see below).—108 m. (174 km.) *St-Denis*.—114¼ m. (184 km.) **Paris** (Rte. 6).

The train runs S. from Dieppe, passing (3¾ m., 6 km.) *Arques-la-Bataille*, with its historic castle, and (15½ m., 25 km.) *Bures-en-Bray*, which has a 12–15th cent. church, with a tall spire.—18 m. *Mesnières*.—21 m. *Neufchâtel-en-Bray*, noted for its cheese, is the capital of the pastoral Pays de Bray. It is named from a former castle built by Henry I of England.—30½ m. *Serqueux* is the junction for Amiens and Rouen (see p. 64).—32¼ m. (52 km.) **Forges-les-Eaux** (*Hôt. du Parc*; *du Mouton*), a chalybeate spa (2119 inhab.) in a hilly and picturesque district, has a frequented casino.—46 m. *Gournay*, with a Romanesque and Gothic church, manufactures the cream cheeses known as 'petits suisses.' Railway to Beauvais, see p. 83.—63¼ m. (102 km.) **Gisors** (*Buffet*; *Hôt. Moderne*), an ancient town of 5103 inhab., once the capital of the Vexin, has the interesting 13–16th cent. church of **St-Gervais* and a ruined *Castle* begun in 1097 by William Rufus. Railway to Beauvais, see p. 83; to Pont-de-l'Arche and Vernon, see the *Blue Guide to Normandy*.—65 m. *Trie-Château* and (68 m.) *Chaumont-en-Vexin* had castles, now almost vanished.—76 m. *Chars*.—86¼ m. (139 km.) **Pontoise** (*Buffet*; *Hôt. de Pontoise*; *de la Gare*), an old town (10,319 inhab.) on the *Oise*, retains the 12th cent. and Renaissance church of *St-Maclou*. Railway to Creil, see p. 26.—We cross the Oise, and afterwards the Seine, near the confluence of the two rivers.—90½ m. *Achères*.—104¼ m. (168 km.) **Paris**, see Rte. 6.

4. FROM LONDON TO PARIS VIÂ SOUTHAMPTON AND HAVRE

340½ m. **Nightly service** (Sun. in July–Sept. only) in 13½ hrs. (c. £3 0/8, £2 1/8, return £5 7/11, £3 14/2, 1st & 3rd cl. only from London to Southampton, thence 1st & 2nd cl. only). Holders of 2nd class tickets may travel 1st class on the steamer on payment of 10/4. Berths (from 1/; in private cabins 5/) and

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cabins (42/–60/) on the steamer, and seats in the trains between Le Havre and Paris (2/), may be reserved in advance. Baggage registered to Paris is examined there.

From London (Waterloo) to (79 m., in 1¼–3 hrs.) *Southampton*, see the *Blue Guide to England*. From Southampton the steamers, starting at 11.30 P.M. (passengers may embark after 8 P.M.), cross to (120 m.) *Le Havre* in 6¾ hrs. (fares from Southampton, 39/1, 28/9). At Le Havre the railway station is some distance from the steamer-quay, but through-passengers are conveyed (free) from one to the other by tramway.

LE HAVRE (*Hôt. Continental*; *Grand-Hôtel*; *Frascati*; *Normandie*; *Terminus*, etc.), or *Le Havre-de-Grâce*, the second seaport of France, is a busy commercial town (158,022 inhab.) and a point of departure for transatlantic steamers. It was an important British base during the War. The *Musée* is a good provincial collection with a few Old Masters. The 16–17th cent. church of *Notre-Dame* has a late-Renaissance main portal and a tower surviving from an earlier building; the organ-case was a gift of Richelieu. The extensive *Docks* are perhaps the most interesting feature of the town.

From Le Havre to Paris.

RAILWAY, 141½ m. (228 km.) in 3–6 hrs. (102 fr. 70, 69 fr. 35, 45 fr. 20 c.); to *Rouen*, 54¾ m. (88 km.) in 1¼–2½ hrs. (39 fr. 65, 26 fr. 75, 17 fr. 45 c.). For a detailed description of this route and its branches, see the *Blue Guide to Normandy*.

ROAD, 131 m. (211 km.), viâ (52¾ m., 85 km.) *Rouen*.

We ascend the Seine past (3¾ m.) *Harfleur*, the ancient port of which, now silted up, was the landing-place of Henry V in 1415.—15½ m. *Bréauté-Beuzeville* is the junction for *Fécamp* and *Étretat*.—31 m. (50 km.) *Yvetot* is a small textile-making town (6620 inhab.), in the typically Norman Pays de Caux, sung by Béranger and portrayed by Flaubert. From (36 m.) *Motteville* branches run E. to Amiens (p. 56) and N. to *St-Valery-en-Caux*.—44 m. *Barentin* is the junction for *Caudebec*.—At (49 m.) *Malaunay* the line from Dieppe comes in on the left.

54¾ m. (88 km.) **ROUEN** (*Hôt. de la Poste*; *d'Angleterre*; *de Paris*; *de France*, etc.), the ancient capital of Normandy, now the chief town (121,780 inhab.) of the department of the *Seine-Inférieure*, is famed for its noble Gothic churches, its quaint streets, and its art collections. It is a chief seat of the French cotton manufacture, with a busy port on the Seine.—The 13th cent. *Tour Jeanne-d'Arc* is the donjon of a former castle of Philip Augustus, but the site of the tower where the heroine was actually imprisoned before being burned in the Place du Vieux-Marché in 1431 is marked by a tablet on No. 102 Rue Jeanne-d'Arc, near by.—The *MUSÉE DES BEAUX-ARTS, in the Square Solférino, contains one of the best collections of paintings and sculptures in provincial [illegible] (closed on Wed.; adm. 1 fr., free Thurs. aft. & Sun.).—[illegible]s de Justice* (1499) is a splendid example of late-

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Gothic architecture, and the *Grosse-Horloge* includes a tall belfry (1389–90) and a Renaissance clock-dial.—The ****Cathedral,** illustrating the various phases of Gothic architecture from 1201 to 1530, is admired especially for its W. front of the later date, and for its elegant portals. The choir-stalls (1457–69) and the Renaissance Tombs of the two Cardinals d'Amboise (in the Lady Chapel) are the principal works of art in the interior.—The church of ****St-Ouen,** both larger and finer than the cathedral, with, however, an unfortunate modern W. front, is considered as the type of Gothic architecture brought to its technical perfection. The 14th cent. *Portail des Marmousets*, on the S. side, the great buttresses, and the rich stained glass, should be remarked.—The HÔTEL DE BOURGTHEROULDE, a 15th cent. mansion, now a bank, has a graceful tower and a façade adorned with attractive reliefs. Among the other chief churches of Rouen are *St-Maclou* (florid Gothic; 1437–1521), *St-Vincent* and *St-Patrice* (both 16th cent.; good stained glass), *St-Gervais* (mainly modern; crypt of the 4th cent.), and *St-Romain* (18th cent.).

From Rouen to *Amiens*, see p. 63.

On leaving Rouen we pass through two long tunnels and ascend the valley of the *Seine*, crossing and recrossing the river. —64 m. *Oissel*, junction for *Elbeuf* and *Serquigny*.—67¾ m. (109 km.) **Pont-de-l'Arche** (*Hôt. de Normandie*), on the left bank of the Seine, owes its name to a bridge built by Charles the Bald for his palace here. The 15th cent. church is interesting. A branch line diverges here for *Gisors*. —From (75¾ m.) *St-Pierre-du-Vauvray* short branches run to *Louviers* and to *Les Andelys*, near which is Richard Cœur de Lion's famous Château Gaillard.—84 m. *Gaillon-Aubevoye* is the station for Gaillon, once noted for the sumptuous Renaissance château built by Card. Georges d'Amboise in 1500–10.—92½ m. (149 km.) **Vernon** (*Hôt. de la Tour-de-Claire*; *Normandy-Plaisance*), a pleasant old town (8686 inhab.) on the Seine, has a 12th cent. tower attributed to Henry I, and a 13–15th cent. church. Branch lines diverge here for Gisors and for *Pacy-sur-Eure*.—A little beyond Vernon we quit Normandy.

106¼ m. (171 km.) *Mantes-Gassicourt* is the chief station for **Mantes** (*Hôt. du Grand-Cerf*; *du Rocher-de-Cancale*), known as 'Mantes-la-Jolie,' a town (9944 inhab.) delightfully situated on the Seine. Mantes was burned in 1087 by William the Conqueror, whose horse is said to have trodden on a cinder, causing the fall from which the corpulent king died at Rouen. The 12–14th cent. church of **Notre-Dame* closely resembles Notre-Dame in Paris in style.

From Mantes to Paris there are alternative routes, one viâ (125 m.) *Poissy* and *Achères*, the other viâ *Conflans-Ste-Honorine* and (136 m.) *Argenteuil*, both described in the *Blue Guide to Paris*.

141½ m. (228 km.) **Paris** (Gare St-Lazare), see Rte. 6.

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5. FROM LONDON TO PARIS AND TO LILLE VIÂ TILBURY AND DUNKIRK

315½ m. Nightly service (incl. Sun.) in 11½–13½ hrs. (c. £2 12/9, £1 12/4, £1 7/, return £4 13/10, £2 18/1, £2 9/6); to *Dunkirk*, 120½ m. in 7½ hrs. (c. £1 10/4, 17/2, 17/1, return £3, £1 13/9, £1 13/8); to *Lille*, 174½ m. in 9½ hrs. (c. £1 16/6, £1 1/3, 19/10, return £3 9/2, £2 0/4, £1 17/11). Second-class passengers travel 3rd class in England and on the boat. Transfer from 3rd to 1st class on the boat 12/. Berths 2/6, 5/; cabins from 10/. Through trains to Tilbury from the Midlands and Scotland run in connection with the steamers.

From London (St. Pancras) to *Tilbury* (29½ m. in ¾ hr.), see the *Blue Guide to London*. The boat-trains run alongside the steamer, which crosses to (120½ m.) *Dunkirk* in 6½ hrs. (fares from Tilbury c. £1 7/1, 15/), where the trains for Paris and for Lille, Strasbourg, and Basle, etc., are in waiting at the Gare Maritime.—**Dunkirk,** and thence to **Paris,** see Rtes. 13, 16, and 8.—To **Lille,** see Rte. 9B.

6. PARIS

PARIS, the capital of France, is situated on the *Seine*, 92 m. from the sea. It is divided into two unequal parts by the river, which forms the Île St-Louis and the Île de la Cité near the centre of its course through the city. The N. bank (Rive Droite) is of principal interest to the tourist, but the S. bank (Rive Gauche) figures much more prominently in the life of the city than does the Surrey side of the Thames in London. Paris is fully described in the *Blue Guide to Paris*; the following condensed information is intended for travellers passing through Paris as a stage in the exploration of France.

Railway Termini. The stations at which travellers from England arrive in Paris are the GARE DU NORD, Rue de Dunkerque (from Calais, Boulogne, and Dunkirk), and the GARE ST-LAZARE, Rue St-Lazare (from Dieppe and Le Havre).—Other important termini are the *Gare de l'Est*, for the main line to Basle, the *Gare de Lyon*, for the main lines to Geneva, the Riviera, and Italy, the *Gare d'Orsay*, for the Orléans railway, and the *Gare des Invalides* and the *Gare Montparnasse*, for trains of the Ouest-État railway to Brittany, etc.

Hotels (often full in summer). The following list contains a selection of hotels suited to passing travellers, arranged alphabetically in five categories. ADJOINING THE RAILWAY TERMINI. *Anglo-Américain* (R. 25, B. 7 fr.), 119 Rue St-Lazare, near the Gare St-Lazare; *Est-Palace* (meublé), 84 Boul. Magenta, near the Gare de l'Est; *du Havre*, 16 Rue d'Amsterdam, near the Gare St-Lazare; *Lavenue* (R. 20, B. 6 fr.), Rue du Départ, near the Gare Montparnasse; *Magenta*, 129 Boul. Magenta, near the Gare du Nord; *du Palais-d'Orsay* (R. 40, B. 9, L. 25, D. 30 fr.), at the Gare d'Orsay; *Paris-Lyon-Palace* (R. 35, D. 25 fr.), 11 Rue de Lyon, near the Gare de Lyon; *Terminus* (R. 35, D. 35 fr.), opposite the Gare St-Lazare; *Terminus-Est*, adjoining the Gare de l'Est; *Terminus-Lyon* (R. 25, L. or D. 22 fr.), near the Gare de Lyon; *Terminus-Nord*, near the Gare du Nord (R. 25, L. or D. 18 fr.).—HOTELS DE LUXE (approx. charges, R. from 140, D. from 50 fr.). *Carlton*, *Claridge's*, Av. des Champs-Élysées; *de Crillon*, Place de la Concorde; *Majestic*, Av. Kléber; *Mercédès*, Rue de Presbourg; *Meurice*, Rue de Rivoli; *Mirabeau*, Rue de la Paix; *du Rhin*, *Ritz*, *Vendôme*, Place Vendôme; *Westminster*, Rue de la Paix. —LARGE FIRST-CLASS HOTELS (approx. charges, R. from 45, D. from 45 fr.). *D'Albe*, Av. des Champs-Élysées; *Beau-Site*, Rue de Presbourg; *des Capucines*, Boul. des

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Capucines; *Chatham*, Rue Daunou; *Continental*, Rue de Castiglione; *de France et de Choiseul*, Rue St-Honoré; *Grand*, Place de l'Opéra; *des Îles-Britanniques*, Rue de la Paix; *Louvois*, Rue Lulli; *Lutétia*, Boul. Raspail (left bank); *Régina*, Place Rivoli; *Vouillemont*, Rue Boissy d'Anglas.—OTHER HOTELS ON THE RIGHT BANK. *Adelphi*, 6 Rue Taitbout; *Bergère et Maison-Blanche*, 32 Rue Bergère; *de Castille*, Rue Cambon; *Cecilia*, 5 Av. MacMahon; *Columbia*, Av. Kléber; *de la Grande-Bretagne*, Rue Caumartin; *de Malte*, Rue de Richelieu; *Moderne*, Place de la République; *Oxford et Cambridge*, 221 Rue St-Honoré; *Roblin*, Rue Chauveau-Lagarde; *Royal*, Av. Friedland; *Ste-Marie*, Rue de Rivoli; *St-Pétersbourg*, Rue Caumartin; *de la Tamise*, Rue d'Alger; *de l'Univers et du Portugal*, Rue Croix-des-Petits-Champs; *Vignon*, Rue Vignon.—HOTELS ON THE LEFT BANK. *Cluny-Square*, Boul. St-Michel; *du Conseil-d'État*, Rue de Lille; *Jacob*, Rue Jacob; *Lutétia*, see above; *du Palais-d'Orsay*, see p. 6; *du Quai-Voltaire*, Quai Voltaire; *Trianon-Palace*, Rue de Vaugirard, near the Boul. St-Michel.

Restaurants. Good restaurants of every class, representing a wide range in charges, abound in Paris, and it may be noted that meals at nearly all the hotels are open to non-residents. The following is only a brief selection. RESTAURANTS DE LUXE. *Café de Paris*, 41 Av. de l'Opéra; *Henry*, 30 Rue St-Augustin; *King George*, 4 Place Vendôme; *Larue*, 3 Place de la Madeleine; *Meurice*, 228 Rue de Rivoli; *Montagné*, 5 Rue de l'Echelle; *Voisin*, 261 Rue St-Honoré, *Volney-Chatham*, 16 Rue Volney.—RESTAURANTS IN AND NEAR THE GRANDS BOULEVARDS. *Boilaive*, Rue Geoffroy-Marie; *Café Cardinal*, 1 Boul. des Italiens; *Drouant*, 18 Rue Gaillon; *Grand-Vatel*, 275 Rue St-Honoré; *Lucas*, 9 Place de la Madeleine; *Marguery*, 38 Boul. Bonne-Nouvelle; *Noël-Peters*, 5bis Boul. des Italiens; *Ollivier*, 34bis Av. de l'Opéra; *Poccardi*, 9 Boul. des Italiens; *Prunier*, 9 Rue Duphot; *Victor*, Faubourg St-Honoré; *Weber*, 21 Rue Royale.—OTHER RESTAURANTS ON THE RIGHT BANK. *Bœuf à la Mode*, 6 Rue de Valois; *Café de Rohan*, Place du Palais-Royal; *Durand*, 27 Av. Victor-Hugo; *Duval*, 194 Rue de Rivoli; *l'Escargot*, 38 Rue Montorgueil; *Fouquet*, 99 Av. des Champs-Élysées; *Garnier-Perroncel*, 17 Rue du Havre, near the Gare St-Lazare; *Niel*, 1 Av. Niel; *Quatre Sergents*, Place de la Bastille.—RESTAURANTS ON THE LEFT BANK. *Foyot*, 33 Rue de Tournon; *Lapérouse*, 51 Quai des Grands-Augustins; *de la Légion d'Honneur*, 262 Boul. St-Germain; *des Sociétés Savantes*, 8 Rue Danton; *Taverne du Palais*, 5 Place St-Michel; *de la Tour d'Argent*, 15 Quai de la Tournelle; *de Versailles*, 171 Rue de Rennes.—The best known of the good and comparatively inexpensive à la carte restaurants known as 'restaurants de bouillon' are the *Établissements Duval, Boulant, Chartier*, etc., which have branches in every district.

Cafés, an attractive and characteristic feature of French town life, are to be found everywhere in Paris, but are most numerous and popular on the Grands Boulevards, or, on the Left Bank, in the Boulevard St-Michel.

Cabs. The tariff for taximeter motor-cabs is 1 fr. for the first 400 mètres (c. 450 yds.), then 25 c. for every 200 mètres; for waiting, 1 fr. for 3 min., then 25 c. for every 1½ min. Each article of luggage carried outside 1 fr. (maximum 3 fr.). Higher charges at night.

Omnibuses and Tramways halt only at recognized stopping-places. Except on some of the suburban tramway-cars there are no outside seats, but passengers may stand on the 'plate-forme arrière' behind, where smoking is permitted. During the most crowded hours it is essential to take a 'numéro d'ordre' (numbered ticket) from the apparatus at the stopping-place; this establishes the order of precedence in entering the vehicle. Fares (within Paris): 1st class, 75 c. for one section, 1 fr. for two; 2nd class, 50 c., 75 c.

Underground Railways. The elaborate and convenient system of electric railways beneath Paris includes the lines of the *Métropolitain* ('Métro') and of the *Nord-Sud*. The halts are very brief and there is frequent overcrowding. The fares (1st cl. 1 fr.; 2nd cl. 60 c.) are the same for any distance, including all necessary changes. The 1st class carriages (red) are in the centre of the train. Smoking is nowhere allowed.

River Steamers ply up and down the Seine within Paris from *Maisons-Alfort* (E.) to *Suresnes* (W.), with numerous intermediate piers. Fares 20–60 c. per section (double fares on Sunday).

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Amusements. The numerous THEATRES of Paris give performances nightly (except at the Opéra), including Sun., at 8 or 8.30, and matinées starting at 1 or 2 are almost universal on Sun. and frequent on Thurs. and Sat. The journal 'Comœdia' publishes details as to prices, etc. Evening dress is usual but not 'de rigueur' in the stalls and boxes. The most notable homes of Opera are the *Opéra* and the *Opéra-Comique*; of classical plays, the *Théâtre-Français* and the *Odéon*; of modern comedy and drama, the *Théâtre-Français, Gymnase, Renaissance, Porte-St-Martin, Athénée, Antoine,* and *Théâtre de Paris*; and of farce, the *Palais-Royal* and *Bouffes-Parisiens*.—The leading MUSIC HALLS and CAFÉS-CONCERTS are the *Folies-Bergère, Olympia, Casino de Paris, Champs-Elysées,* and *Ambassadeurs* (summer only), and the *Concert Mayol*.

Post Office. Letters addressed 'Poste Restante' (tax 30 c.), without mention of a special post-office, should be called for at the *Hôtel des Postes*, 48–52 Rue du Louvre.—The TELEGRAPH OFFICES at the Bourse, and at 103 Rue de Grenelle, near the Invalides, are open day and night.

British Embassy, 39 Rue du Faubourg-St-Honoré; *Consulate General*, 7bis Rue Lord Byron, near the Place de l'Étoile; *Passport Office*, 3 Rue de Chaillot.—*Representative of Australia*, 6 Rue Halévy; *Canada*, 17 Boul. des Capucines; *Irish Free State*, Rue Georges-Ville.—**United States Embassy,** 5 Rue de Chaillot; *Consulate General*, 1 Rue des Italiens; *Passport Office*, 18 Rue de Tilsitt.

Police Headquarters, 7 Boulevard du Palais, on the Île de la Cité. *Lost Property* should be enquired for at the Préfecture de Police, 1 Rue de Lutèce (10–4); for property lost on the Métro apply at Palais-Royal station.

Hours of Admission to Collections, Galleries, etc. (p. 9). Special attention should be paid to the notes in the fourth column in the table opposite; the majority of Paris collections are closed on Monday. The most important collections, etc., are indicated by heavier type.

THE GRANDS BOULEVARDS FROM THE PLACE DE LA CONCORDE TO THE PLACE DE LA BASTILLE. From the ***Place de la Concorde,** one of the largest and most beautiful squares in the world, the Rue Royale leads N. to the 'classic' church of the **Madeleine** (1842), in the *Place de la Madeleine*, where the Boulevards proper begin. The *Boulevard de la Madeleine*, running E., is continued by the aristocratic *Boulevard des Capucines*, the centre of club-land and journalistic activity. Midway along its course is the busy *Place de l'Opéra* with the façade of the sumptuous **Opéra** (1861–75) as its architectural background on the left. The Avenue de l'Opéra leads S. from here to (c. ½ m.) the Place du Théâtre-Français (p. 10) and the Palais-Royal (p. 10). The *Boulevard des Italiens*, which continues the line of the boulevards to the E., is the liveliest of them all. The Rue Laffitte, on the left, leads N. to *Notre-Dame-de-Lorette*, beyond which is the hill of *Montmartre*, crowned by the basilica of the **Sacré-Cœur.** On the S. side is the *Opéra-Comique*, rebuilt in 1899 after a fire. The short *Boulevard Montmartre* is the favourite haunt of the Parisian actor. As we proceed E., viâ the *Boulevard Poissonnière* and the *Boulevard de Bonne-Nouvelle*, the crowd begins to thin. The *Porte St-Denis*, a triumphal arch erected in 1671, commemorates the victories of Louis XIV in Germany and Holland. The short *Boulevard St-Denis* is crossed by the busy thoroughfare formed by the Boulevards de Strasbourg (l.) and de Sébastopol (r.), the former leading to the Gare de ' the latter to the Châtelet. Beyond the *Porte*

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†Closed on Monday.	Sunday.	Week Days.	Free unless otherwise stated.
†Archives Nationales	1–4	12–4	Sun. and Thurs. only.
†Balzac's House	1–5	1–5	2 fr.; Sun. and Thurs. free.
†Beaux-Arts, École des	12–4	—	
†**Bibliothèque Nationale**	—	9–12, 1.15–4	Medals Thurs. and Sat. only.
Bourse	—	12–4	Business ends at 3 p.m.
Chambre des Députés	10–5	10–5	In vacation.
†**Chantilly,** Château de	1–5	1–5	2 fr.; Sat., Sun., and Thurs. only; closed in winter.
†Conciergerie	10–12, 1.30–4	10–12, 1.30–4	2 fr.; Sun. and Thurs. aft. free.
Fontainebleau, Pal. de	11–4, 5	11–4, 5	1 fr.; gardens all day.
Gobelins, Manuf. des	1–4	1–4	1 fr.; Sun. and Thurs. free.
Hôtel de Ville	2–4	2–4	
†Institut de France	—	2–4	Tues. and Wed. only.
†**Invalides**	1–4, 5	1–4, 5	2 fr. on Tues. and Wed.; closed Sat.
†Jardin des Plantes	11–4, 5	11–4, 5	2 fr., Sun. and Thurs. aft. free;
(Menagerie)			closed on Mon. and Wed.
†Maisons-Laffitte, Chât.	10–12, 2–4, 5	10–12, 2–4, 5	2 fr.; Sun. and Thurs. aft. free; closed on Fri. morn.
†Malmaison, Chât. de	10–12, 1–6	10–12, 1–6	2 fr.; Sun. and Thurs. aft. 50 c. Winter 11–12, 1–4.
†Mint	—	1–3	Tues. and Thurs. only.
Musée des Arts Décoratifs	10–4, 5	10–4, 5	2 fr.; Sun. free.
† ,, des Arts et Métiers	10–4	12–4	Closed on Fri.
† ,, **Carnavalet**	10–4, 5	10–4, 5	2 fr.; Sun. and Thurs. aft. free; closed Tues. morn.
† ,, Cernuschi	10–4, 5	10–4, 5	,, ,, ,,
† ,, **de Cluny**	10–4	10–4	2 fr.; free Sun. and Thurs. aft.
† ,, d'Ennery	1–4, 5	1–4, 5	Sun., Tues., and Thurs. only; closed in Aug.
† ,, Galliera	10–4, 5	10–4, 5	2 fr.; free Sun. and Thurs. aft.; closed Tues. morn.
† ,, Guimet	12–4, 5	12–4, 5	2 fr.; free Sun. and Thurs.
† ,, Gustave-Moreau	10–4, 5	10–4, 5	2 fr.; free Sun. and Thurs. aft.
† ,, Henner	10–4	10–4, 5	,, ,, ,,
,, Instrumental	—	2–4	Mon. and Thurs. only."
† ,, **Jacquemart-André**	1–4	1–4	2 fr.; Sun. free; closed Tues. and Sat.
† ,, **du Louvre**	9–5.30	9–5.30	2 fr.; free Sun. and Thurs. aft.
† ,, **du Luxembourg**	10–4, 5	10–4, 5	,, ,, ,,
,, de l'Opéra	—	1–4	Closed in July and Aug.
,, Rodin	1–4, 5, 6	1–4, 5, 6	2 fr.; Sun. free.
† ,, Victor-Hugo	10–4, 5	10–4, 5	2 fr.; free Sun. and Thurs. aft.
Notre-Dame, Towers	9–4, 5	9–4, 5	2 fr.; free Sun. and Thurs. aft.
†**Panthéon**	10–4, 5	10–4, 5	2 fr.; free Sun. and Thurs. aft.
†Petit-Palais	10–4, 5	10–4, 5	2 fr.; Sun. and Thurs. aft. free; closed Tues. morn.
St-Denis, Tombs	12–4, 5	12–4, 5	Gratuity. Basilica all day.
†**Sainte-Chapelle**	10–12, 1.30–4, 5	10–12, 1.30–4, 5	2 fr.; Sun. and Thurs. aft. free.
†St-Germain, Musée	10–4, 5	2–4, 5	2 fr.; Sun. and Thurs. free.
Sèvres, **Musée**	10–4, 5	1–4, 5	1 fr.; free Sun. and Thurs. aft.; closed Sat.
†Trocadéro, Casts	10–4, 5	10–4, 5	2 fr.; free Sun. and Thurs.
† ,, Ethnographical Museum	12–4, 5	12–4, 5	aft.; closed Tues. morn. Sun., Tues., Thurs. only.
†**Versailles,** Palais de	10–4, 5	10–4, 5	2 fr. Sun. and Thurs. aft.
† ,, Trianons	11.30–5.30	11.30–5.30	3 fr. free.
†Vincennes, Château de	10–4, 5	10–4, 5	2 fr.; free Sun. and Thurs. aft.; War Museum, 1–4, 5.

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St-Martin, another triumphal arch of Louis XIV (1674), the *Boulevard St-Martin* leads past numerous theatres to the *Place de la République*, in which rises the striking *Monument de la République* (1883). From the square the less attractive *Boulevards du Temple, des Filles-du-Calvaire*, and *Beaumarchais* lead S. to the *Place de la Bastille*, where the semicircle of the boulevards ends. This Place occupies the site of the *Bastille*, a redoubtable stronghold and state-prison, whose fall on July 14th, 1789, is annually celebrated by the Fête Nationale. The *July Column* here commemorates the victims of the Revolution of July 1830.

From the Place de la Concorde to the Bastille by the Rue de Rivoli. From the Place de la Concorde the *Rue de Rivoli* runs S.E., skirting the N. side of the *Jardin des Tuileries*, which intervenes between it and the river. The E. portion of these formal gardens occupies the site of the Palace of the Tuileries, destroyed in 1871. The *Arc de Triomphe du Carrousel* was formerly the main entrance to the palace courtyard.—The Rue de Rivoli now skirts the N. side of the ****Louvre,** where artistic and archæological collections of world-wide fame are housed in one of the largest and most magnificent palaces in the world, the construction of which extended over three centuries from c. 1546. In the Place du Palais-Royal to the N. of the Louvre are the *Théâtre-Français* or *Comédie-Française* (1786–90) and the **Palais-Royal,** dating in part from 1629–34. Opposite the E. entrance of the Louvre is the church of *St-Germain-l'Auxerrois* (13–16th cent.), from the tower of which was rung the signal for the massacre of St. Bartholomew in 1572. The Rue de Rivoli runs on E., past the *Place du Châtelet* (r.), an approach to the Cité (p. 11), and the graceful *Tour St-Jacques* (1508–22), to the **Hôtel de Ville** (1874–84), just E. of which is the church of *St-Gervais-St-Protais* (16th cent.), the first building in Paris to be struck by a German shell in 1918. The region between our main thoroughfare and the river at this point abounds in fine old mansions of the 16–17th centuries. The Rue de Rivoli is continued by the picturesque *Rue St-Antoine*, from the N. side of which the Rue de Sévigné leads to the ***Musée Carnavalet,** with collections illustrating the history of Paris, and the Rue Birague to the ******Place des Vosges*, one of the most charming relics of 17th cent. Paris, containing the *Musée Victor-Hugo*.

The Central Quarters. The quarters between the Boulevards and the Louvre are traversed from W. to E. by three main thoroughfares. On the N. the Rue du Quatre-Septembre leads from the Place de l'Opéra to the **Bourse** or *Stock Exchange* (1808–27), beyond which its line is continued by the Rue Réaumur to the ***Conservatoire des Arts et Métiers,** the [illegible]nce Museum of Paris. In the centre the Rue des [illegible] and the Rue des Petit-Champs lead from the

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Boul. des Capucines, across the Avenue de l'Opéra, to the ***Bibliothèque Nationale,** with 3½ million books and a fine collection of medals and gems. On the S. is the long and interesting Rue St-Honoré. Between this street and the Rue des Capucines, on the N., is the dignified *Place Vendôme* (c. 1700), with the *Vendôme Column* (1806–10), whence the Rue de la Paix, famous for its luxurious shops, runs N. to the Place de l'Opéra. Farther E. the Rue St-Honoré passes the front of the Palais-Royal (see p. 10), and ends near the **Halles Centrales** or *Central Markets*, to the S.E. of which is the beautiful ***Fontaine des Innocents* (1550). Just E. of the Halles the broad Boul. de Sébastopol runs N. and S., and in the region to the E. are the *Hôtel de Rohan* (1712) and the **Archives Nationales** or *Record Office*, in the *Hôtel de Soubise* (1706–12), surrounded by the once fashionable streets of the curious old *Quartier du Temple*.

From the Place de la Concorde to the Arc de Triomphe. The centre of this fashionable quarter is traversed by the broad *Avenue des Champs-Élysées*, offering a magnificent vista closed by the ***Arc de Triomphe** (1806–36), the largest triumphal arch in the world, in the centre of the *Place de l'Étoile*. In the E. half of its course this avenue passes through a spacious park, with the *Palais de l'Élysée*, the official residence of the President of the Republic, on the right, and on the left the **Petit-Palais,** containing the art collections of the city of Paris, and the **Grand-Palais,** used for annual art exhibitions.

The Place de l'Étoile is the meeting-point of twelve broad avenues, flanked with opulent mansions. The fashionable Avenue du Bois-de-Boulogne, and the Avenue de la Grande-Armée, which extend thence westwards, are approaches to the *Bois de Boulogne*, in which are the race-courses of *Auteuil* and *Longchamp*.—The quarter to the N. of the Champs-Élysées is intersected by the Avenue Friedland and the Boulevard Haussmann, a broad modern thoroughfare which leads back to the Opéra (p. 8). The ***Musée Jacquemart-André,** at No. 158 Boulevard Haussmann, illustrates French and Italian Renaissance art and French art in the 18th century. Farther N. again are the wealthy quarters round the *Parc Monceau*, whence we may reach *Montmartre* by the line of the *Outer Boulevards*.

The Islands in the Seine and the Left Bank. The *Île de la Cité*, the oldest part of Paris, may be reached from the Place du Châtelet (p. 10) viâ the Pont au Change. On the right of the Boulevard du Palais, the continuation of the bridge, is the huge **Palais de Justice** (mostly 18th cent.), incorporating the beautiful 13–14th cent. ***Sainte-Chapelle** (stained glass), and the old prison of the *Conciergerie*. At the E. end of the island is the ****Cathedral of Notre-Dame,** built in the 12–14th centuries. The most beautiful features

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of the interior are the three great rose-windows (13th cent. glass), the 17th cent. stalls, and the choir-screen of 1351. The towers command a fine *View of Paris. Behind the cathedral a bridge crosses an arm of the Seine to the *Île-St-Louis* with its quiet 18th cent. streets. From the farther end of this island we may reach the Place de la Bastille (p. 10) by the Boul. Henri-IV, or we may cross to reach the left bank at the beginning of the Boulevard St-Germain.

The Boulevard St-Germain describes a shallow curve towards the W. and soon reaches the Cluny Gardens, in which stands the ***Musée de Cluny,** housed in a beautiful 15th cent. mansion. The museum consists of a varied collection of the productions of ancient arts and crafts, and adjoins the ruins of the Roman *Palais des Thermes.*

To the N. of the Boulevard, on either side of the Rue St-Jacques, are the interesting churches of *St-Séverin* and *St-Julien-le-Pauvre*, while to the S. is the academic quarter, with the **Sorbonne** (1885–1900), the *Collège de France* (1610–1778), and the *Bibliothèque St-Geneviève* (1850). Opposite the last is the domed ***Panthéon** (1764–90), the burial-place since 1791 of distinguished citizens of the Republic. A little to the E. is the picturesque part-Gothic, part-Renaissance church of *St-Etienne-du-Mont.*

Just beyond the Cluny Gardens the Boul. St-Germain intersects the *Boulevard St-Michel*, the chief street of the *Latin Quarter*, leading S. to the *Observatory*. On its W. side are the *Luxembourg Gardens*, in the N. part of which are the *Palais du Luxembourg*, now the seat of the French Senate, and the ***Musée du Luxembourg,** with a collection of modern French painting and sculpture. Nearly opposite is the *Théâtre de l'Odéon*. Hence we may return past the imposing church of *St. Sulpice* (1646–1777) to reach the Boul. St-Germain opposite the Romanesque church of ***St-Germain-des-Prés,** the oldest church in Paris.

To the W. extends the old-fashioned *Faubourg St-Germain* with many mansions of the old aristocracy. The boulevard traverses this quarter and strikes the river at the Quai d'Orsay, near the Pont de la Concorde, facing which is the **Chambre des Députés,** or *Palais-Bourbon* (1789), used as the House of Parliament since 1815. Farther W. along the quay are the *Foreign Ministry* and the *Esplanade des Invalides*, an open space ending on the S. in front of the façade of the **Hôtel des Invalides,** a home for disabled soldiers, which incorporates the ***Musée de l'Armée,** the church of *St-Louis* (1671–74), and the **Dôme des Invalides* (1735) with Napoleon's tomb. Still farther along the Quai d'Orsay is the spacious **Champ de Mars,** laid out c. 1770 and made into a park in 1913–14. At the river end, opposite the Trocadéro, rises the **Eiffel Tower** or *Tour Eiffel*, the tallest structure in the world (984 ft.).

For numerous other places of interest in and near Paris, such as the *Mint*, the *École des Beaux-Arts*, the *Musée Guimet*, the *Musée Galliera*, the *Trocadéro*, the *Jardin des Plantes*, the *Gobelins Factories*, *Vincennes*, *St-Denis*, *Versailles*, *Chantilly*, *Malmaison*, *Fontainebleau*, *St-Germain*, etc., see the *Blue Guide to Paris.*

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24.	Paris to Laon Crépy-en-Valois, 107. Villers-Cotterets, 107. Soissons, 108. Vervins, 115.	106

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This part of N. France includes all the British sector of the Western Front, except the narrow strip of Belgian territory round Ypres; and it is familiar to those who, like Chaucer's young squire, have "been some tyme in chivalrye, in Flaundres, in Artoys, and in Picardie." Here, as elsewhere, the old military governments or provinces were split up into 'departments' in 1790, but their names survive and are still familiar though no longer official. They, however, must not be too closely identified with the old feudal provinces of like names, the boundaries of which frequently changed in the kaleidoscope of history.

French Flanders, now largely comprised in the Nord department, is the low-lying district extending along the Franco-Belgian frontier from the North Sea to the foothills of the Ardennes. It is mainly agricultural, but includes the port of Dunkirk, the towns of Lille, Roubaix, Douai, and Valenciennes, and a productive coalfield. Flemish is still widely spoken in the north, the language-frontier being formed by the river Lys and the canals connecting it with Calais. Like Belgian and Dutch Flanders this district belonged to the ancient countship of Flanders, which was united to Burgundy in 1385, and passed with it under Austrian and Spanish domination.—In 1713 France finally secured her share of Flanders, after the long resistance of Villars to Marlborough on the 'La Bassée lines.' During the War of 1914–18 a large part of French Flanders, from Lille eastward, was occupied by the Germans.

Artois, another ancient province, corresponding roughly to the present department of the Pas-de-Calais, derived its name from the *Atrebates*, whose capital was Arras, and was originally an offshoot of Flanders. The countship reverted to the French crown in 1659. Artois was often contested by the French and English until the reign of Henry V (battlefield of Agincourt). Many of its towns, such as St-Omer, Béthune, and Lens, were involved in the War of 1914–18 (British front). The plain of the Lys, one of the chief natural features, is described by Dumas in 'The Three Musketeers' and 'Twenty Years After.' Here, at Lillers, the first 'Artesian well' was sunk.

Picardy, now represented chiefly by the departments of the Somme and the Oise, is distinguished by its rolling chalk downs, wooded slopes, and winding rivers bordered by marshes. This was the province of Peter the Hermit, who was born at Amiens, the ancient capital. N. Picardy, or Picardy proper, was divided into Upper and Lower Picardy. Upper Picardy comprised the 'pays' or feudal districts of Amienois, Santerre, Vermandois (with Péronne and St-Quentin), and Thiérache. In Lower Picardy were the Pays Reconquis (Calais and district), the Boulonnais, Ponthieu (with Abbeville and the field of Crécy), and Vimeu. S. Picardy, including the Beauvaisis, Soissonais, and Laonnais, was later included in the Île-de-France. Picardy is remembered for the battles of the Somme (1916 and 1918), which laid waste its plateaux.

Île-de-France, originally a small province, with Paris as its capital, enclosed by the Seine, the Marne, the Oise, and the Beuvronne, afterwards occupied the entire region bounded by Picardy (N.), Champagne (E.), Orléanais (S.), and Normandy (W.), corresponding to the department of the Seine and the greater part of Seine-et-Marne, Seine-et-Oise, Oise, and Aisne. This was the cradle of the French monarchy, for from this 'royal domain' the descendants of Hugh Capet gradually extended their ascendancy over the whole of France. Here, too, French Gothic architecture took its rise. The basilica of St-Denis dates from 1132 and the cathedrals of Paris, Chartres, Laon, Soissons, Meaux, and Noyon were finished before the close of the 13th century.

7. FROM CALAIS TO PARIS

RAILWAY, from *Calais-Maritime*, 185½ m. (299 km.) in 3¼–3½ hrs. (134 fr. 70, 90 fr. 90 c., no 3rd class); from *Calais-Ville*, 183⅜ m. (296 km.) in 5 hrs. (133 fr. 35, 90 fr., 58 fr. 65 c.); to *Boulogne*, 26 m. (42 km.) in 50 min. (18 fr. 90, 12 fr. 75, 8 fr. 35 c.); to *Amiens*, 102½ m. (165 km.) in 3–5 hrs. (74 fr. 35, 50 fr. 15, 32 fr. 70 c.). The boat-trains run through to Paris without intermediate stop.

ROAD, 178¾ m. (288 km.).—21¾ m. (35 km.) **Boulogne** (p. 18).—31¼ m. (51 km.) *Samer* (p. 21).—44 m. (71 km.) *Montreuil* (p. 45).—70¾ m. (114 km.) Abbeville (p. 22).—98¾ m. (159 km.) **Amiens** (p. 56).—118½ m. (191 km.) [illegible] (p. 25).—139 m. (224 km.) **Clermont** (p. 25).—148½ m. (239 km.) *Creil* [illegible] m. (288 km.) **Paris** (p. 6).

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CALAIS (62,195 inhab.), the nearest French town to England and the most populous in the department of the *Pas-de-Calais*, is a seaport and manufacturing town of considerable importance, situated on the Straits of Dover. CALAIS-NORD, the old maritime town and visitors' quarter, with narrow irregular streets, lies between the *Harbour*, on the E., and the *Citadel* (1560; the only remnant of the ancient fortifications), on the W. ST-PIERRE, or CALAIS-SUD, more extensive and more regularly built, is noted especially for its manufactures of tulle and lace.

Railway Stations. *Gare Maritime* (Pl. C 1), or *Harbour Station* (with the custom-house), for cross-Channel services.—*Gare Centrale* (Pl. B 3), or *Calais-Ville*, for all trains, except Paris boat-trains.—*Gare des Fontinettes* (Pl. B 4), a suburban station.—*Calais St-Pierre* (Pl. D 5), on the Dunkirk line.

Hotels. TERMINUS (Pl. b; C 1), at the Harbour Station, R. 25–80, L. or D. 20 fr.; GRAND (Pl. c; B 2), 14 Rue Richelieu, R. 20 fr.; MEURICE (Pl. d; B 2), 7 Rue de Guise, R. 20–90, L. 20, D. 25 fr.; CENTRAL (Pl. a; B 3), at the Central Station, R. 15 fr.; METROPOL, adjoining the Central Station on the N., R. 12–45, L. or D. 15 fr.; DU COMMERCE, 51 Rue Royale, R. 14–40, L. or D. 15 fr.; DU SAUVAGE, 39 Rue Royale, R. 15–50, L. or D. 15 fr.; DU CHEVAL-GRIS; etc.

Restaurants. *Taverne des Trois-Suisses*, *Taverne de l'Alhambra*, both in Boul. Jacquard; *Davoust*, *Petit-Continental*, both in Place d'Armes.

Post Offices. Place Richelieu (Pl. B 2), in Calais-Nord; Boul. Pasteur (Pl. B 4), in St-Pierre.—BRITISH VICE-CONSULATE, 24 Rue Neuve.—U.S. CONSULATE, 5 Rue de l'Hospice.

Banks. *Banque de France*, 28 Rue Leveux; *Crédit Lyonnais*, *Société Générale*, *Comptoir d'Escompte*, 38, 76, and 16 Boul. Jacquard.

Conveyances. CABS: tariff within the vehicle.—TRAMWAYS. From the Place d'Armes (Pl. B 2) to Les Fontinettes, Cimetière Sud, Fort Nieulay, Porte de Lille, and the Casino. From the Place du Nouvel-Hôtel-de-Ville (Pl. B 3) to the Porte de Gravelines.—MOTOR-BUSES to *Sangatte* (p. 17) and *Wissant* (p. 17).—AUTOCAR from the Gare Centrale daily in summer for Cap Gris Nez, Ambleteuse, Wimereux, Boulogne, Paris-Plage, Berck-Plage, St-Valery-sur-Somme, Le Tréport, etc. ('La Côte d'Opale'; 120 fr., including lunch, 83 fr., without lunch).

Amusements. *Theatre* (Pl. B 4), Place du Théâtre, St-Pierre.—*Casino* (Pl. B 1; May–Oct.), overlooking the beach, with restaurant, café, concerts, petits-chevaux, etc.—SEA BATHING at the *Établissement des Bains* (Pl. B 1).

English Churches. *Holy Trinity*, Rue du Moulin-Brûlé (Pl. B 4); *Wesleyan*, Rue du Temple (Pl. B, C 3).

History. Calais, which emerges into history in the 12th cent., played a prominent part in the early struggles between France and England. Taken, after an obstinate defence, by Edward III in 1347, it remained for 200 years under English rule, and when, in 1558, the Duc de Guise, at the head of 30,000 troops, finally expelled the small English garrison, Queen Mary Tudor declared that after her death the name 'Calais' would be found graven on her heart. The devotion of the six burghers of Calais, headed by Eustache de St-Pierre, who, with halters about their necks, offered their lives to Edward III in order to ransom the town from destruction, is among the noblest memories of France. Thanks to the intercession of Queen Philippa both their lives and the town were spared.—It was at Calais that Mary Stuart, widow of Francis II, embarked for Scotland in 1561; and here Louis XVIII landed in 1814 to assume the French crown. The Hôtel Dessein, the opening scene in Sterne's 'Sentimental Journey,' stood near the old Hôtel de Ville (p. 16). Nelson's Lady Hamilton died in 1815 at No. 27 Rue Française (Pl. B 2; tablet). A number of weavers from the rival lace town of Nottingham have at various times settled here.

CALAIS DURING THE WAR. After the failure of the early German efforts to capture Calais, the port became an important British base, chiefly as a channel for supplies. It suffered much from bombing raids in 1917–18. It shared with St. Pol (p 46) the distinction of being the last home of the British G.H.Q. in France and Flanders (in 1920).

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The OLD TOWN (*Calais-Nord*) is reached from the landing-stage of the Channel steamers viâ the *Place de l'Europe* (Pl. C 1, 2), a large open space with a modern church and a lighthouse, immediately to the W. of which is the curious quarter of *Le Courgain* (Pl. B, C 2), notable for the narrowness of its streets and the costumes and dialect of its fishing population.

From the broad Boulevard des Alliés, farther on, with the conspicuous *Monument des Sauveteurs* (Pl. B 2), by Lormier, several narrow streets lead S. to the Place d'Armes.

To the N., reached by crossing a series of bridges, is the bathing-beach, known as *Sableville* or *Calais-Plage*, with the *Casino* (Pl. B 1; see p. 15).

In the PLACE D'ARMES (Pl. B 2), a dignified old square in the S. Flemish style, scarred by the War, stands the **Old Hôtel de Ville**, rebuilt in 1740, with a 15th cent. tower. In front of the façade are bronze busts of the Duc de Guise, 'liberator of Calais' (in reality the bust of his son, Henri de Lorraine), and of Richelieu, 'founder of the citadel and arsenal'; and on the balcony is a bust of Eustache de St-Pierre, by Cortot. On the pavement in front stands Rodin's **Monument to the Burghers of Calais* (1895; Pl. 1, B 2), of which a replica was erected in London in 1915. Above the left wing rises the *Belfry* (completed in 1609; restored in 1863), with musical chimes and a clock with mechanical figures. Behind the Hôtel de Ville appears the *Tour du Guet* (Pl. 2; B 2), a watch-tower built by Philippe de Boulogne in 1224, restored in 1806, and used as a lighthouse until 1848.

The Hôtel de Ville contains a MUSEUM (open daily 10–1 and 2–4 or 5, except on Mon.; adm. 50 c.), including collections of carvings, antiquities, natural history objects, faience, and lace, besides a small picture-gallery with unimportant paintings mainly of the French and Flemish schools.

From the Place d'Armes the narrow Rue Royale runs due S. to the Pont Richelieu and the Central Station, while the Rue Notre-Dame leads S.E. to the church of **Notre-Dame** (Pl. B, C 2; 14–15th cent.), which in spite of clumsy restorations has preserved an indisputable English stamp, especially in the vaulting and the tower. The massive columns of the nave, the elaborate high-altar and reredos of Italian marble (1624–29), and a painting of the Descent from the Cross, attributed to Rubens (in the S. transept), are noteworthy. The only other building in France in which the influence of English Gothic is equally apparent is the *Hôtel de Guise* (Pl. B 2), in the Rue de Guise, a little to the W., a building originally founded by Edward III as a woolstaplers' guild-house.

In ST-PIERRE or *Calais-Sud*, the commercial quarter of Calais, in which is the *Central Station* (Pl. B 3; *Gare Centrale*), the most conspicuous building is the new **Hôtel de Ville** (Pl. B 3), in the Place du Nouvel-Hôtel-de-Ville, a brick and stone edifice in the Flemish style, much damaged by bombs in 1918. The Boulevard Jacquard, running thence S. to the *Theatre* (Pl.

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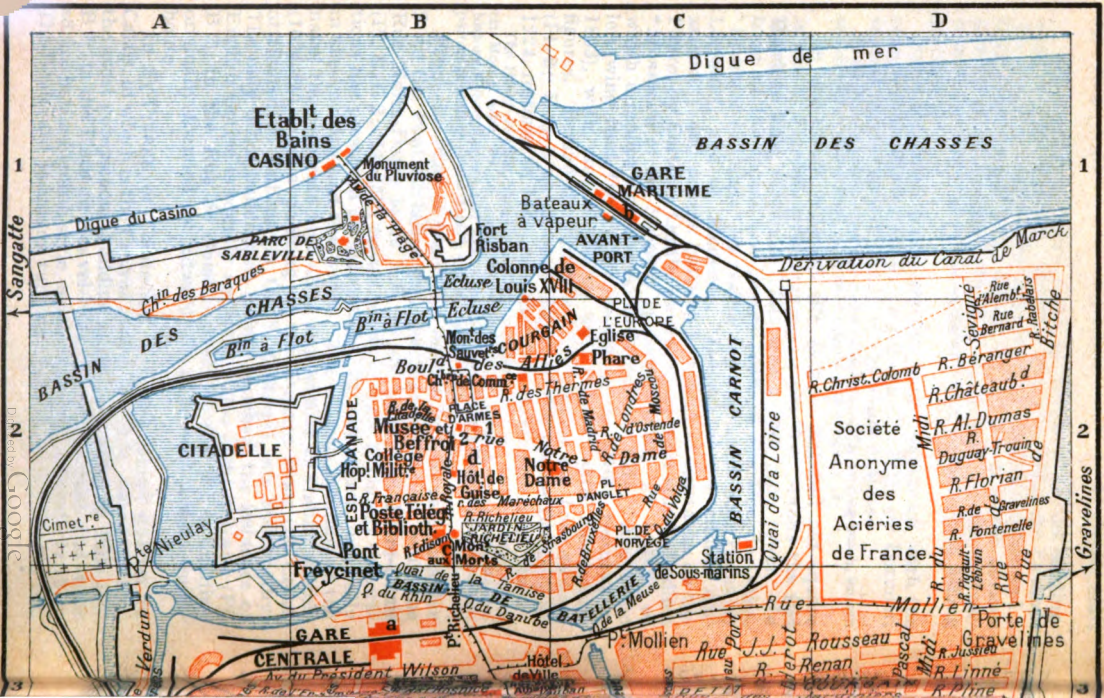
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Digue de mer
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Etablt des Bains
CASINO
Monument du Pluviose
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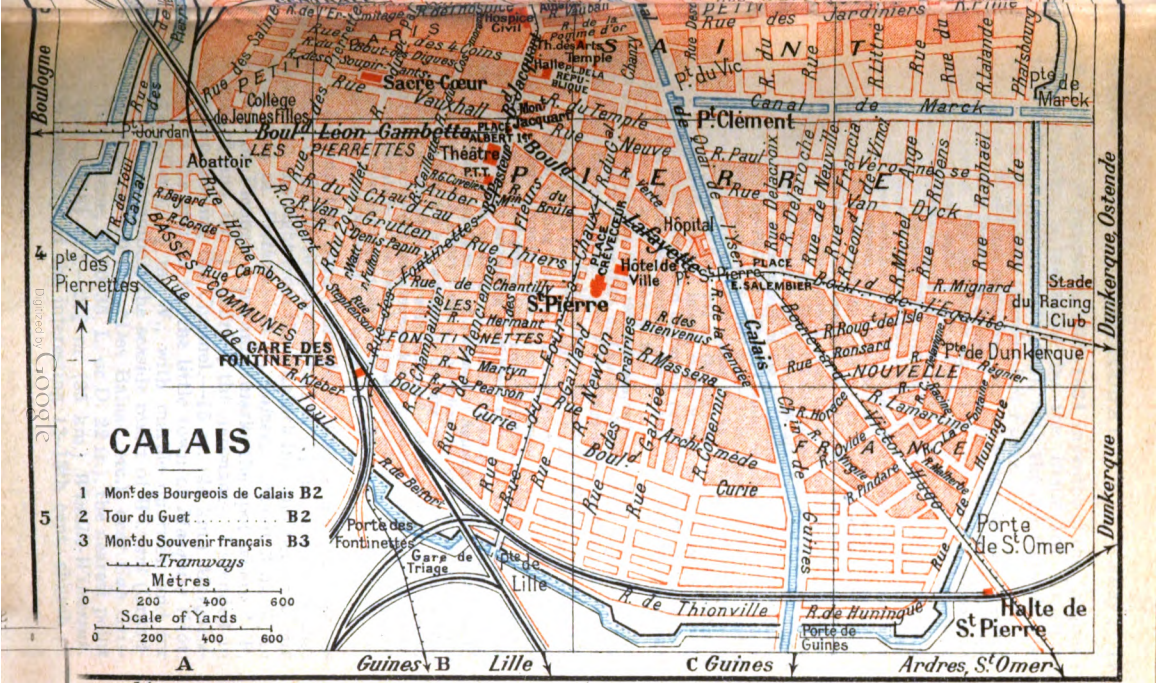
PARC DE SABLEVILLE
Ch.in des Baraques
CHASSES
BASSIN DES
Bin à Flot
Ecluse
Fort Risban
GARE MARITIME
Bateaux à vapeur
AVANT-PORT
Colonne de Louis XVIII
PLT DE L'EUROPE
Eglise
Phare
COURGAIN
Mon.t des Sauvet.s
Cl.ts de Comm.ce
Boul.d des Alliés
R. des Thermes
PLACE D'ARMES
Musee et Beffroi
2 rue
CITADELLE
Collège
Hop.l Milit.re
Hôt.l de Guise
Notre Dame
R. de Londres
R. d'Ostende
R. de Moscou
R. de Verdun
PL. D'ANGLET
PL. DE NORVEGE
ESPLANADE
Poste Teleg.e et Bibliothe
Pont Freycinet
Cimetre
R. du Nieulay
R. Richelieu
Mont aux Morts
Quai de la Loire
BASSIN CARNOT
Station de Sous-marins
BATELLERIE
Q. de la Meuse
Q. du Rhin
Q. du Danube
BASSIN DE RADOUB
GARE CENTRALE
Av. du Président Wilson
Hôtel de Ville
P.ce Mollien
Rue Mollien
Porte de Gravelines
Rue J.J. Rousseau
R. Renan
R. Linné
R. Pline
R. Jussieu
R. Pascal
R. Buffon
R. Lhomond
R. Cuvier
R. Lacépède
R. Geoffroy St Hilaire
R. Berthollet
R. Monge
R. Lamarck
R. Cl. Bernard


CALAIS
1 Mont des Bourgeois de Calais B2
2 Tour du Guet B2
3 Mont du Souvenir français B3
Tramways
Mètres
0 200 400 600
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Boulogne
Dunkerque Ostende
Dunkerque
Guines
Lille
Ardres, St Omer
Pte des Pierrettes
Pte de Marck
Pte de Dunkerque
Pte de Lille
Porte de St Omer
Porte des Fontinettes
Porte de Guines
Halte de St Pierre
Gare de Triage
Abattoir
Collège de Jeunes filles
Sacré Cœur
Théâtre
Hôpital
Hôtel de Ville
Pl Clément
St Pierre
Stade du Racing Club
Gare des Fontinettes
Bd Léon Gambetta
Bd Lafayette
Bd Jacquart
Bd Thiers
Bd Gaillard
Bd Newton
Bd Curie
Bd Gallée
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B 4; statue of Jacquard, 1752–1834, inventor of the Jacquard loom, outside), is continued by the Boulevard Lafayette to the Place Crèvecœur (Pl. C 4), with the old *Hôtel de Ville* and the large modern church of *St-Pierre*.

About 5 m. W. of Calais (motor-bus, see p. 15) is the small watering-place of *Sangatte* (Hôt. de la Plage; des Bains), one of the nearest points of the French coast to England. The road passes near (1½ m. from Calais) a monument to Blériot's first Channel flight in 1909.—On Cap Blanc-Nez, beyond Sangatte, an obelisk commemorates the war exploits of the Dover Patrol.

FROM CALAIS TO DUNKIRK, 29¼ m. (47 km.), railway in 1¼ hr. (21 fr. 15, 14 fr. 30, 9 fr. 30 c.). The coast road follows the railway.—1½ m. *Les Fontinettes* (see below), junction for St-Omer and for Boulogne. The railway traverses a characteristic Flemish landscape, between sand-dunes and flat inland meadows intersected by canals and dotted with windmills.—14¼ m. (23 km.) **Gravelines** (2027 inhab.; *Hôt. du Vingtième-Siècle*; *du Commerce*), an old fortified town with a harbour on the *Aa*, was the scene of the battle in which Count Egmont defeated the French under Marshal de Thermes in 1558. Off Gravelines the Spanish Armada was dispersed by the English fleet on July 29th, 1588, after being driven out of Calais roads by fire-ships. At the mouth of the Aa are *Grand-Fort-Philippe*, a fishing-village, and *Petit-Fort-Philippe* (Hôt. du Casino; omnibus to and from Gravelines), a small watering-place on sandy flats.—18 m. *Bourbourg* (Hôt. du Nord), a tranquil Flemish town on the canal joining the Aa to the port of Dunkirk, is the junction for Watten (p. 27).—24¼ m. (35 km.) *Loon-Plage* (Hôt. des Bains), a modest watering-place 3–4 m. inland, is the station for *Mardyck*, 2½ m. N.E., with a Gothic church decorated by curious paintings. In the fringe of sand-dunes here was a British concentration camp in 1917.—28 m. *Coudekerque-Branche* (p. 32).—29¼ m. (47 km.) *Dunkirk* (p. 30).

FROM CALAIS TO ANVIN, 59 m. (95 km.), light railway in 6 hrs. (34 fr. 90, 27 fr. 90, 20 fr. 95 c.).—5½ m. *Guînes* (Hôt. du Lion-d'Or), held by the English from 1352 to 1558, was the residence of Henry VIII in 1520 during the memorable meeting of the 'Field of the Cloth of Gold,' between him and Francis I of France.—10½ m. *Ardres*, an ancient little town with a 14th cent. church, was occupied by Francis, while the actual meeting took place at *Balinghem*, 2½ m. W.—From (18¾ m.) *Bonningues* a branch runs to (27½ m., 44 km.) Boulogne (p. 18); at (31 m.) *Lumbres* (p. 21) we cross the Boulogne–St-Omer line.—38½ m. *Merck-St-Liévin* and (40½ m.) *Fauquembergues* have interesting churches.—49 m. (79 km.) **Fruges** (*Hôt. du Cheval-Noir*, R. 12, L. or D. 14 fr.), on the *Taxenne*, where a branch for Aire (see p. 28) diverges, lies 3½ m. N. of *Azincourt* or **Agincourt**, where on St. Crispin's Day (Oct. 25th), 1415, Henry V won a momentous victory over the French. The Constable d'Albert fell into a snare by drawing up his army in a narrow plain between two woods, where they were ambushed and taken in flank by the English archers; and the crowded ranks were broken or put to flight after a struggle of only three hours' duration. The French are said to have left 10,000 slain on the field. Our line now enters the upper valley of the Lys.—59 m. (95 km.) *Anvin*, see p. 46.

From Calais to *St-Omer* and *Lille*, see Rte. 9.

On leaving the Gare Centrale at Calais the train passes through the St-Pierre quarter, and at (1¼ m.) *Les Fontinettes* diverges to the right from the Dunkirk line and begins a long ascent.—4¼ m. *Fréthun*.—11 m. *Caffiers*. About 3 m. S., in the Bois de Fiennes, a pyramid marks the spot where J. P. Blanchard and Dr. J. Jeffries, the aeronauts, descended in 1785 after crossing the Channel.—15 m. (24 km.) *Marquise-Rinxent* is the station for the little town of *Marquise* (Hôt. du Grand-Cerf), 1¼ m. W., with marble quarries, and for (7 m. N.W.; omnibus) the seaside resort of *Wissant* (Grand-Hôtel, pens. 50–100 fr.; *Des Bains; etc.), near *Cap Gris-Nez* (Hôt. Sirène, R. 20–35, L. or D. 22 fr.), the nearest point to England (18½ m.).—21¾ m. (35 km.) *Wimille-Wimereux*. In the cemetery of the interesting 12–13th cent. church of

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Wimille are buried Pilâtre de Rozier and M. Romain, pioneers of ballooning, whose 'Montgolfier' took fire and fell here in 1785, during an attempt to cross the Channel. **Wimereux** (*Hôt. Splendid*; *Grand*; *de la Plage*, R. 20–40, L. or D. 15 fr.; *des Bains*, R. 20–50, L. or D. 18 fr., etc.), a small but fashionable watering-place with a casino and golf-course and a good sand and shingle beach, was a hospital base in 1914–18. The ruined *Fort de Croy* was built by Napoleon in 1803.

Tramway to Boulogne, see p. 19. Motor-buses run N. to (10½ m., 17 km.) *Wissant* (see p. 17) viâ (3¾ m., 6 km.) *Ambleteuse* (Grand-Hôtel; etc.), a 'plage,' once a fishing-port, where James II disembarked on Jan. 6th, 1689, on his flight from England.

At (23 m.) *Terlincthun* were the first rest-camps of the B.E.F. in Aug. 1914, grouped around the COLONNE DE LA GRANDE-ARMÉE, ¾ m. S.E., a marble column (174 ft.) surmounted by a statue of Napoleon I, and recalling that emperor's projected invasion of England (comp. p. 19).—24½ m. *Boulogne-Tintelleries* is a station where passengers by some trains alight for Boulogne.—26 m. (42 km.) **Boulogne-sur-Mer** (Gare Centrale), and thence to (183¾ m., 296 km.) **Paris** (Gare du Nord), see Rte. 8.

8. FROM BOULOGNE TO PARIS

RAILWAY, from *Boulogne Maritime*, 158½ m. (255 km.) in 3–4 hrs. (**114 fr. 90, 77 fr. 55, 50 fr. 55 c.**); to *Amiens*, 77 m. (124 km.) in 2–3¾ hrs. (**55 fr. 85, 37 fr. 70, 24 fr. 60 c.**); from *Boulogne Ville* 1 km. less.

ROAD, see p. 14.

BOULOGNE-SUR-MER (52,823 inhab.), the chief fishing-port in France and an active industrial centre, is also a popular and gay watering-place, with a considerable English colony. The BASSE VILLE, or lower town, on the right bank of the *Liane*, is the visitors' quarter, with most of the hotels, restaurants, and shops. The suburb on the W. bank is known as *Capécure*; and to the W. of the harbour is the *Plage*, or sea-front, with the casino. The smaller and quieter, and altogether more interesting though less known, HAUTE VILLE, on a height to the E., conspicuous from the sea, is enclosed by ancient ramparts and contains the public buildings. The manufacture of steel pens is a special industry, introduced from England in 1846.

Railway Stations. *Gare Maritime* (Pl. C 2), or harbour station (custom-house and buffet), for cross-Channel services.—*Gare Centrale* or *Boulogne-Ville* (Pl. C 3), or main station, for all trains.—*Station des Tintelleries* (Pl. D 2), on the express line from Calais to Paris.

Hotels. HÔTEL DU PAVILLON IMPÉRIAL (Pl. a; C 1), on the sea-front, closed in winter, R. 40–200, L. 30, D. 35 fr.; FOLKESTONE (Pl. b; C 2), 74 Quai Gambetta, R. 30–150, L. 25, D. 30 fr.; CHRISTOL & BRISTOL (Pl. c; C 3), 14 Place Frédéric-Sauvage, R. 25–125, L. or D. 25 fr.; MEURICE (Pl. d; D 3), 35 Rue Victor-Hugo, R. 20–100, L. or D. 25 fr.; DU LOUVRE (Pl. e; C 3), Place de la République, near the Central Station, R. 20–80, L. or D. 20 fr.; CHATHAM (Pl. C 2), 52 Quai Gambetta; TEMPLE'S HOTEL (Pl. D 3), Boul. Prince-Albert; NOUVEL-HÔTEL DES BAINS (Pl. h; C 2), 94 Rue de Boston; MODERNE (Pl. D 3), Rue de l'Amiral-Bruix, R. 12–30, L.

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or D. 12 fr.; etc.—Y.M.C.A. Hostel, Château de la Falaise.

Restaurants at the *Casino* and at the hotels; also *Excelsior*, *Brasserie Liégeoise*, *Duflos*, all in Rue Monsigny; *Edouard VII*, Rue Thiers; etc.—Tea Shops. *Régina*, Quai Gambetta; *Caveng*, 24 Rue Faidherbe; *Broutin*, *Drewell*, both in Grande Rue.

Post Office (Pl. C 3), Place Frédéric-Sauvage.—British Vice-Consulate, 9–11 Rue d'Alger (Pl. B 3).—U.S. Consular Agency.—Syndicat d'Initiative, 76 Rue Faidherbe.

Banks. *Banque de France*, 46 Rue Victor-Hugo; *Société Générale*, 32 Rue Victor-Hugo; *Comptoir d'Escompte*, 42 Rue Adolphe-Thiers; *Barclay's Bank (Overseas) Ltd.*, 61 Rue Victor-Hugo; *Crédit Lyonnais*, 27 Rue Victor-Hugo.

Conveyances. Cabs, see local tariff.—Tramways to *Wimereux*, *Le Portel*, *Pont-de-Briques*, etc.—Autocars to *Cap Gris Nez* (15 fr.).

Amusements. *Casino* (Pl. C 1; open June–Oct.; adm. 2 fr.), with restaurant, concerts, balls, etc.—*Municipal Theatre* (Pl. D 2), Rue Monsigny.—Sea Bathing at the *Établissement des Bains*, adjoining the Casino.—Golf at Wimereux.

English Churches. *Holy Trinity* (Pl. D 3), Rue de la Lampe; *St. John's* (Pl. D 2), Rue Félix-Adam; *Wesleyan* (Pl. D 3), 70 Grande-Rue.

History. Boulogne, the *Gesoriacum* of the Romans, derives its name from *Bononia*, which was perhaps the Roman citadel. It was from this port that in A.D. 43, in the reign of the Emperor Claudius, the Romans sailed to begin the conquest of England. In the early middle ages Boulogne was the capital of a famous line of counts; but their territory was acquired for the crown in 1478 by Louis XI, who piously and astutely placed it under the suzerainty of the Madonna, 'comtesse et dame de Boulogne.' Henry VIII of England captured the town in 1544 but sold it again to France in 1550. From 1801 till 1805 the 'Camp de Boulogne' (comp. p. 18) was the centre of Napoleon's gigantic preparations for the invasion of England, and the floating dock behind the landing-quay and Harbour station was originally excavated for the flotilla of flat-bottomed boats to be used for this project, which, however, was rendered hopeless by the Battle of Trafalgar (Oct. 21st, 1805). Later in the same century the town became a resort of English duellists and a refuge for English debtors. Col. Newcome, in his fallen fortunes, occupied quarters "in a quiet grass-grown old street of the Old Town."—The poets Charles Churchill (1731–64) and Thomas Campbell (1777–1844) died at Boulogne, the former on a visit to the exiled John Wilkes. Le Sage, author of 'Gil Blas,' died at No. 3 Rue du Château, in 1747.—Among the famous natives of Boulogne are Godfrey de Bouillon (d. about 1100) and his brother Baldwin (d. 1118), kings of Jerusalem; Frédéric Sauvage (1786–1857), who applied the principle of the screw to steamers; Sainte-Beuve (1804–69), the critic; and the two actors Coquelin (both born at No. 4 Rue Victor-Hugo).

Boulogne during the War. On Aug. 14th, 1914, the first troops of Sir John French's little army disembarked at Boulogne; and from that date until the end of the War Boulogne was the main channel for British drafts and reinforcements. In the early days of the retreat from Mons the town was temporarily evacuated as a supply base. Boulogne was heavily bombed from the air in 1917–18.

From the Central Station we cross the Pont Marguet to the Place Frédéric-Sauvage (Pl. C 3), with the post office. To the N. is the *Fish Market*, where the picturesque head-dress ('grand soleil') of the fishwives is still to be seen, and beyond it the Quai Gambetta (Pl. C 2), a terrace of hotels, good, bad, and indifferent, skirts the harbour to the sea-front. Behind the *Chamber of Commerce* is a monument to the Coquelins (see above), by A. Maillard (1911). The *Casino* (Pl. C 1), a hospital during the War, is once again, with its pleasant garden, the favourite resort of visitors, and offers the usual attractions. It is adjoined by the bathing-beach, with its numerous bathing-boxes and tents. Farther on the beach is skirted by the Boulevard Sainte-Beuve, whence the Rue des Signaux ascends the cliff to the ruined *Tour*

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d'Odre, for which a Roman origin is claimed, and the remains of a brick fort built by the English in 1545.

From the Place Frédéric-Sauvage (see p. 19) the Rue Faidherbe (Pl. D 3, 2) enters the town to the N.E., crossing the Rue Victor-Hugo and the Rue Adolphe-Thiers. The last, the chief street of the town, with the best shops, leads to the right to the Place Dalton (Pl. D 3), the market-place and principal tramway centre, in which rises the church of *St-Nicolas* (13–18th cent.), of dull exterior but containing a few features of interest. Thence the Grande-Rue ascends N.E. to the upper town, passing the *Musée* (Pl. D 3; open 10–12 and 2–4 or 5.30; adm. 1 fr.; free on Sun. and Thurs. afternoons), of no great interest, and the *Sous-Préfecture* (Pl. D 3), facing a square in which a bust of Henri II commemorates the restoration of the town to the French in 1550. Opposite is the Porte des Dunes.

The HAUTE VILLE (Pl. E 2, 3), about 460 yds. long by 350 yds. wide, is enclosed by ramparts (still practically perfect) built in 1231 by Count Philippe Hurepel, which are pierced by four gates and are now girt by boulevards. Just within the Porte des Dunes is the *Palais de Justice* (1852; Pl. E 2), with its façade towards the Rue St-Jean, at No. 5 bis in which Thomas Campbell died in 1844. A little farther S.E. rises the *Hôtel de Ville* (Pl. E 2; 1754 and 1894), with its belfry (on a 13th cent. base), facing the Place Godefroi-de-Bouillon, the converging point of the four streets from the gates of the upper town. Thence the Rue de Lille leads N.E. to the cathedral of NOTRE-DAME (Pl. E 2), built in 1827–66 on the site of the ancient cathedral (12–15th cent.) destroyed at the Revolution. The massive dome is surmounted by a statue of the Madonna, by Bonnassieux. Admission to the dome, 1 fr.; to the interesting crypt, 1 fr.

In the 13–15th cent. Notre-Dame de Boulogne was one of the most frequented pilgrim resorts in Europe, the great object of veneration being a wooden statue of the Virgin, which arrived miraculously at Boulogne in the 7th cent. in a boat without a crew. This, however, was burned in 1793 and is now represented by an oaken statue (by Duthoit, 1875) beneath the dome.—The church contains an elaborate high-altar, numerous modern paintings, and frescoes.

In the *Château* (Pl. E 2; now barracks), the old citadel of Philippe Hurepel, Prince Louis Napoleon was confined for several days after his attempted insurrection against Louis Philippe in 1840.—From the Porte des Dunes we follow the Rue d'Artois (passing the *Musée Industriel*; Pl. D 2) to the N. end of the Rue Faidherbe.

Le Portel (*Hôt. Central*; *Beau-Rivage*), 2 m. S.W. of Boulogne (tramway, see p. 19), is a fishing-port and summer resort (7712 inhab.).—**Hardelot-Plage** (*Grand-Hôtel*, pens. 65–150 fr.), 9¼ m. S. (tramway viâ Pont-de-Briques, where cars are changed), is a growing watering-place with a magnificent sandy beach and a background of lofty pine-clad dunes. The *Castle* was probably built by Count Philippe Hurepel in 1231.—A light railway runs from Boulogne to (27¼ m., 44 km.) *Bonningues*, on the line from Calais to Anvin (p. 17).

FROM BOULOGNE TO ST-OMER, 40¼ m. (65 km.), railway in 2¼ hrs. (29 fr. 30, 1st fr. 75, 12 fr. 90 c.). At (5½ m., 9 km.) *Hesdigneul* we diverge from the Paris line (see p. 21) and ascend the picturesque valley of the *Liane*.—9½ m. (15 km.)

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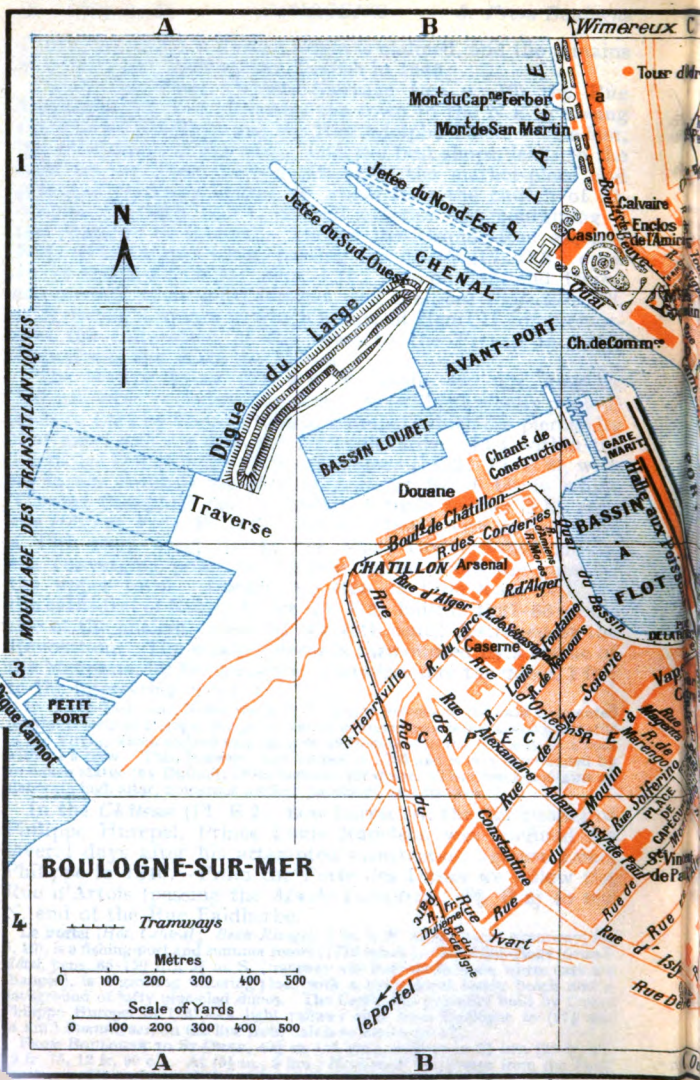

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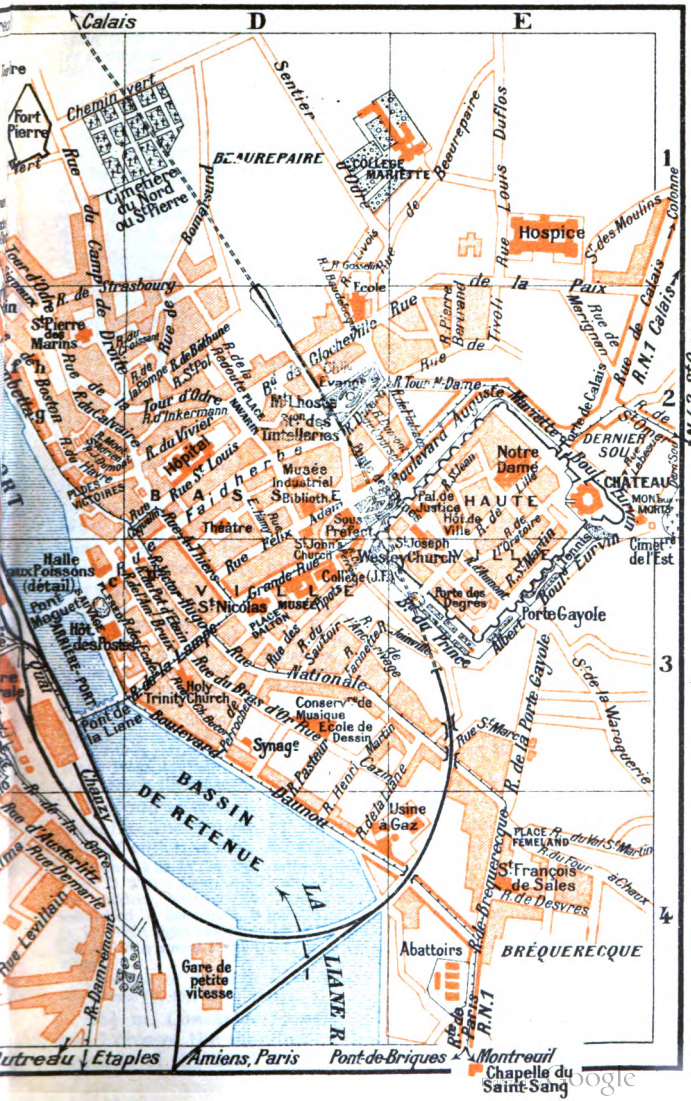
Calais
D
E
1
2
3
4
Fort Pierre
Chemin vert
Cimetière du Nord ou St Pierre
Sentier
Rue du Camp de Droite
BEAUREPAIRE
COLLÈGE MARIETTE
Rue de Beaurepaire
Rue Louis Duflos
Hospice
Rue de la Paix
Rue de Calais
R.N.1 Calais
N.42 St Omer
Strasbourg
St Pierre aux Marins
Rue de Boston
Tour d'Odre
Rue de la Pompe
Rue de la Bâthue
Rue du Vivier
Hôpital
Rue St Louis
Musée Industriel
Bibliothèque
Théâtre
Rue Thiers
Rue Felix
St John's Church
Wesley Church
College (J.F.)
Grande Rue
Rue des Sauteurs
Rue Nationale
Rue du Bras d'Or
Rue du Pont
Rue de la Lampe
Rue Richelieu
Rue Victor Hugues
Rue Carnot
Rue Royale
Rue Neuve
Rue Dauphine
Rue Duquesne
Rue Monge
Rue Lafayette
Rue Gambetta
Rue Jacquard
Rue Faidherbe
Rue Thiers
Rue Felix
Rue Fleurus
Rue Jeanne d'Arc
Rue Pasteur
Rue Henri Cazin
Rue de la Liane
Rue de la Porte Gayole
Rue St Martin
Rue de la Warequerie
Rue de Brequerecque
Rue de Paris
Rue de Desvres
Rue de Montreuil
Rue Desmarets
Rue Levillain
Rue Dumont
Rue Dumont
Rue Dumont

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Samer (1627 inhab.; Hôt. du Croissant), with a 15th cent. church, stands on the main road from Boulogne to Paris.—15 m. (24 km.) *Desvres* (4898 inhab.; Hôt. du Cygne) has cement works and potteries. The line now ascends among low hills and then descends into the valley of the *Bléquin*.—28 m. (45 km.) *Lumbres* (Hôt. du Chemin-de-Fer) is a junction for the Calais–Anvin light railway (p. 17).—We cross the Aa. 31 m. (50 km.) *Esquerdes* has an interesting church, partly of the 12th century.—40½ m. (65 km.) *St-Omer*, see p. 26.

From Boulogne to *Calais*, see Rte. 7; to *Arras*, see Rte. 12.

On leaving Boulogne the train follows the valley of the Liane. We cross the river at (3¾ m.) *Pont-de-Briques* (tramway to Hardelot, see p. 20).—6¼ m. *Hesdigneul* (see p. 20).—9¼ m. (15 km.) *Neufchâtel* (lofty dunes to the W.).—13 m. *Dannes-Camiers*, with cement works and a pretty lake, is the station for *St-Gabriel* and *Ste-Cécile* (Hôt. du Casino; de la Plage), two small bathing resorts.—We pass the former training-ground and the great military cemetery of Étaples (11,300 British graves).

17 m. (28 km.) **Étaples** (*Hôt. des Voyageurs*; *Ioos*, L. or D. 13 fr.), on the estuary of the *Canche*, was until 1914 a sleepy fishing-port (6439 inhab.), visited by painters for the sake of its picturesque harbour. Early in the War it became an important British base, and the *New Siding* constructed N. of the station in 1915 was the departure-point for reinforcements going 'up the line,' while permanent 'base depot' camps covered the hills above. A night bombing attack on May 19th, 1918, chiefly directed against the base-hospitals that lined the Étaples–Camiers road, caused 300 casualties among nurses and patients; and in this and other raids several streets in Étaples were destroyed.

Étaples is connected by tramway with (4½ m.) **Le Touquet-Paris-Plage** (*Hôt. Westminster*, R. 80–350 fr.; *Grand-Hôtel*; *Hermitage*, R. 60–350 fr.; *Golf-Hôtel*, R. 125–300 fr.; *Carlton*, R. 35–250 fr.; *Atlantic*, R. 40–250 fr.; *Regina*, R. 30–250 fr.; *Britannia*, R. 20–120 fr., etc.), a small but highly fashionable and consequently expensive watering-place, with a large casino (open May–Sept.) and an excellent golf-course. Two tall lighthouses (174 ft.) are conspicuous above the pine-trees of the forest of Le Touquet, which encloses the 'plage' on the landward side and contains another casino (tramway halt). Paris-Plage was a hospital and instructional base during the War, and a centre of the very restricted social life open to British officers and men.—Tramway to *Berck-Plage*, see below.

Étaples is the railway junction for *St-Pol* and *Arras* (see p. 45).

Beyond Étaples we cross the railway bridge over the Canche, the target of many bombing-raids in 1917–18, in one of which it was damaged.—24¼ m. *Rang-du-Fliers-Verton*.

About 3½ m. W. by light railway is **Berck-Plage** (*Hôt. du Casino*, R. 40–120 fr., L. or D. 25 fr.; *Continental*; *de la Paix*, etc.), a favourite seaside resort, especially for children, with several large hospitals and sanatoria. *Berck-Ville*, largely inhabited by fishermen, is just inland, with an aerodrome (for Le Touquet; see p. 1).—The light railway goes on from Berck through dunes and sea-marshes to (4½ m.) *Merlimont-Plage* (Hôt. de la Plage) and (6¼ m. farther) *Paris-Plage* (see above).

A branch of the same light railway connects Rang-du-Fliers-Verton with *Montreuil* (p. 45), 10 m. inland.

28½ m. *Conchil-le-Temple*. At *Nampont*, where the Paris road crosses the marshes of the Authie, 4 m. E., occurred the episode of the dead ass in Sterne's 'Sentimental Journey.'—

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31 m. *Quend-Fort-Mahon* is the station for the small seaside resorts of Quend and Fort Mahon (Hôt. de la Tour, R. 18–25 fr., L. or D. 15 fr.).—34¾ m. (56 km.) **Rue** (*Hôt. du Chemin-de-Fer*) is noteworthy for the *Chapelle du Saint-Esprit*, a beautiful 15–16th cent. fragment of a Gothic church demolished in 1826. The façade and the interior are alike richly decorated, and the Trésorerie, above the chapel, contains some interesting sculptures.—From (41 m.) *Noyelles-sur-Mer*, where we reach the estuary of the *Somme*, several branch-lines diverge.

Le Crotoy (*Hôt. de la Marine*, R. 25–50 fr., L. or D. 18 fr.; *du Commerce*), 5 m. N.W. by branch-railway, is an ancient fortress and port (2124 inhab.), now frequented as a summer resort. Joan of Arc was imprisoned by the English in the former castle, and Jules Verne lived for some years at No. 9 in the street that bears his name. The sandy expanse at the mouth of the estuary, although treacherous, affords good wildfowl shooting.

St-Valery-sur-Somme (*Hôt. de la Colonne de Bronze*, R. 12–35 fr., L. or D. 12 fr.; *du Commerce*), 3½ m. S.W. by a second branch-line, is a small fishing-port and watering-place on the S. shore of the estuary, at the mouth of the Somme canal. Interesting fragments of its old ramparts remain. William the Conqueror was driven into St-Valery in 1066 during his first attempt upon England (made from Dives, in Normandy); and he finally sailed hence for the Sussex coast on Sept. 27th of that year. At low tide Le Crotoy (see above) may be reached by ferry-boat over the Somme (30 c.) and thence by (2 m.) the sands; at high tide motor-boats may be hired for the crossing.

Cayeux-sur-Mer (*Hôt. des Bains*, R. 15–30 fr., L. or D. 13 fr.; *Kursaal*, R. from 15 fr., L. or D. 18 fr.; *Central*), the terminus of the same branch, 11 m. (18 km.) from Noyelles, once a considerable fishing-town is now a frequented family bathing-resort, connected by omnibus with Le Tréport (p. 24) and by tramway with (1½ m. N.E.) *Brighton-Plage* (Palace Hôtel; Bellevue), a wooded resort with a lighthouse. To seaward is a pebble-bank. The *Pointe du Hourdel*, 3 m. beyond Brighton-Plage, shelters a picturesque fishing-port in miniature; this may be reached also from St-Valery (5 m.).

A third branch-line runs inland from Noyelles to (15½ m., 25 km.) *Dompierre* (p. 24), viâ Forest-l'Abbaye and Crécy (p. 24).

On the right beyond Noyelles is the valley of the Somme, with the former ford of Blanquetaque (*Blanche-tache*), where Edward III's army crossed the river before the battle of Crécy. The canalized river is bordered by a broad expanse of marshland.

49 m. (79 km.) **ABBEVILLE** (20,244 inhab.), a historic old town with a fine Gothic church and textile factories, stands mainly on the right bank of the Somme.

Hotels. De la Tête-de-Bœuf, Rue du Maréchal-Foch, R. from 16 fr.; de France, 22 Rue de l'Hôtel-de-Ville, R. from 15 fr., L. or D. 12 fr.; de la Gare; du Chalet, near the station.

Post Office. 19 Rue Lesueur.—Syndicat d'Initiative, Hôtel de Ville.

Cabs at the station and in the Place de l'Amiral-Courbet.—Motor-Buses to *Poix* (p. 63), *Doullens* (p. 65), and *Blangy* (p. 51).

History. Abbeville, originally a simple abbey farm (Abbatis Villa), became a fortified place as early as the 10th century. By a treaty concluded here in 1259 Henry III of England ceded Normandy to France. As the capital of Ponthieu the town passed into English hands by the marriage of Eleanor of Castile to Edward I in 1272, and it remained under English rule, with a brief interval under the dukes of Burgundy, until 1477. In 1527 Francis I and Cardinal Wolsey here signed an offensive and defensive league against Charles V. The alleged house of Francis I is pointed out in the Rue de la Tannerie.—During the greater part of the War Abbeville was the H.Q. of the British Lines of Communication. It was much damaged by air raids in 1918.

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The Avenue de la Gare, Rue Jean-Jaurès, and Rue St-Vulfran, with many houses rebuilt, lead from the station to the middle of the town. On the bank of the Canal de Transit stands a monument (1907) to the Chevalier de la Barre, who was executed in 1766 for impiety. We cross the Somme by the Pont de Talance.

The church of ***St-Vulfran**, a remarkable late-Gothic building, orientated to the S., was begun in 1488 by Card. Georges d'Amboise (p. 5), but the original magnificent design was never wholly carried out. The N. FRONT, overlooking the main street, is a splendid example of the Flamboyant style, with three richly embellished portals. Among the figures ornamenting the middle portal the lion rampant with the royal arms symbolizes the union of England and France by the marriage in this church of Mary Tudor and Louis XII (*1514*). The *Doors* are richly carved in the Renaissance style (*1550*). The first statue on the left of the right-hand portal is a good figure of Charity. In the open pediment are colossal statues of the Virgin, St. Wolfram, and St. Nicholas. The twin towers, with their watch-turrets, are 174 ft. high. The graceful *Tour St-Firmin*, leaning slightly, flanks the N.E. transept.

The rest of the building is a mean continuation of the Gothic plan. The triforium and key-vaulting of the nave should be noticed. In the W. aisle, above the portal, is a painting of St. Wolfram healing the sick, by Hallé (1671). The large but poor 17th cent. choir contains, behind the high altar, the reliquary of St. Wolfram; on the left wall is a 15th cent. panel of the Last Judgment.

The *Place de l'Amiral-Courbet*, with several 17th cent. houses, suffered much from air raids in 1918, and the statue of Adm. Courbet (1827–85) was struck by a bomb. Off the Rue du Maréchal-Foch, which leads hence S.E. towards the church of *St-Gilles* (1485; restored), runs the Rue Boucher-de-Perthes, at No. 27 in which is the *Musée Boucher-de-Perthes* (open Sun. & Thurs. 2–4 or 5), containing paintings (mainly of the Dutch and Flemish schools), furniture and antiquities. —The *Musée d'Abbeville* (open daily 10–4, except Mon.), reached from the Place de l'Amiral-Courbet viâ the Rue Alfred-Cendré and the Place Clemenceau (l.), contains antiquities and ancient and modern paintings.

About 5 m. S. is *Bailleul-en-Vimeu*, the original home of the Baliol family, which gave two kings to Scotland and its name to Balliol College, Oxford.

FROM ABBEVILLE TO LE TRÉPORT, 23½ m. (38 km.), railway in 1–1½ hr. (17 fr. 10, 11 fr. 55, 7 fr. 55 c.). The line traverses the plateau of *Vimeu*, an ancient 'Pays' dotted with châteaux, windmills, and orchards.—13 m. *Feuquières-Fressenneville.*—We enter the valley of the *Bresle* and join the main line from Paris to Le Tréport (comp. p. 83).—15½ m. *Woincourt* is the junction for (7½ m.) *Ault* and (8½ m.) *Onival.*—21 m. (34 km.) **Eu** (*Hôt. de la Gare*; *du Commerce*), an old town of 5769 inhab., has a château built in 1578–1661 and restored by Louis-Philippe, who made it a favourite residence. It was rebuilt after a fire in 1902. The park (no adm.) was laid out by Le Nôtre. The church of **St-Laurent* (12–13th cent.), much restored, has a handsome exterior and a nave remarkable for its double arches. In a chapel, beneath a Flamboyant canopy, is a fine Entombment (15th cent.), with traces of painting and gilding; the Lady Chapel contains a wooden Madonna attributed to one of the brothers Anguier, natives of Eu. The 15th cent. crypt (fee), restored by Louis-Philippe, has some note-

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worthy tombs of the Artois family. In the Place du Collège is a bust of Michael Anguier (1612–86), the most famous of three brother artists; and the College Chapel, a curious example of Louis XIII architecture, contains tombs in black and white marble of Henry of Guise, 'le Balafré' (assassinated 1588), and of Catherine of Clèves, his wife (d. 1633). To the S.W. stretches the great Forest of Eu (36 sq. m.).—23¼ m. (38 km.) **Le Tréport** (*Hôt. Trianon*; **Des Bains*; *de la Plage*, etc.), a frequented watering-place (5369 inhab.) at the mouth of the Bresle; see the *Blue Guide to Normandy*.

FROM ABBEVILLE TO ST-POL, 38¼ m. (62 km.), railway in 2 hrs. (27 fr. 95, 18 fr. 85, 12 fr. 30 c.).—7½ m. (12 km.) **St-Riquier** (1023 inhab.; *Hôt. du Centre*) is noted for its fine Gothic *Church (mainly 16th cent.), lavishly adorned with sculptures. The abbey founded by St. Riquier (c. 645) and endowed by Dagobert and Hugh Capet, was rebuilt in the 16–18th cent.; Card. Richelieu was once abbot here. The town has suffered many sieges, in one of which (1536) it was defended by a regiment of women under the local heroine Becquétoille.—19½ m. *Auxi-le-Château* (*Hôt. St-Martin*) has a ruined castle (12th cent.) and an interesting church (16th cent.).—28¼ m. (46 km.) *Frévent*, and thence to *St-Pol*, see p. 65.

FROM ABBEVILLE TO DOMPIERRE, 15 m. (24 km.), light railway in 1¼ hr. (13 fr. 45, 10 fr. 40, 7 fr. 35 c.). Beyond (10½ m.) *Forest-l'Abbaye*, the junction for Noyelles (p. 22), the line traverses the *Forest of Crécy* (16 sq. m.), which is intersected by long straight glades.—13 m. (21 km.) **Crécy-en-Ponthieu** (*Hôt. du Canon-d'Or*) is famous for the battle of Aug. 26th, 1346, in which Edward III with 20,000 men defeated the French army, three times as numerous, of Philip VI of France. The desperate gallantry of the French could not atone for lack of discipline and leadership, and their repeated attacks withered before the cloth-yard shafts of the English archers. Edward the Black Prince won his spurs in this battle, but the story that he adopted the 'Prince of Wales's feathers' and the motto 'ich dien' from the badge of the blind King John of Bohemia, who fell in the mêlée, is without historical foundation. Two monuments commemorate the battle, but the windmill whence Edward III watched the progress of the fighting has disappeared.—15 m. (24 km.) *Dompierre-sur-Authie* has a 14th cent. church and remains of a castle.

The railway continues to ascend the Somme valley, following the left bank.—54½ m. *Pont-Rémy*, with a 15th cent. château (restored).—60¼ m. *Longpré-les-Corps-Saints* is a straggling village, 2½ m. N.E. of which is a large circular Roman camp, one of the most important in France.

FROM LONGPRÉ TO LE TRÉPORT, 34¾ m. (56 km.), railway in 1¾ hr. (25 fr. 25, 17 fr. 5, 11 fr. 10 c.).—2 m. *Béltencourt-Rivière*.—4¼ m. **Airaines** (*Hôt. de l'Ecu-de-France*), an interesting little town (1641 inhab.), has two well-preserved churches (12–15th cent.) and the ruins of two castles. In the vicinity are Roman entrenchments.—12½ m. *Oisemont* lies 3 m. E.N.E. of the 15th cent. castle of Rambures.—At (24¾ m.) *Longroy-Gamaches* we join the line from Paris to Le Tréport (p. 83).—32¾ m. *Eu*, and thence to (34¾ m., 56 km.) *Le Tréport*, see above.

Another branch-line ascends the valley of the *Nièvre* from Longpré to (11¼ m., 18 km.) *Canaples* (p. 65).

64 m. *Hangest*. The Princes of Croy (an illustrious family of Picardy and Belgium) derive their title from *Crouy*, 1½ m. S.—68¼ m. *Picquigny* (Hôt. du Commerce) is prettily situated on the left bank of the Somme, below the ruins of a castle. A peace was signed here in 1475 between Edward IV and Louis XI, the mistrustful monarchs, according to Philippe de Comines, exchanging hand-clasps through a palisade erected on the bridge. About 2 m. N.E. is the Roman camp of *Tirancourt* ('Caesar's Camp').—71½ m. *Ailly-sur-Somme*.—Beyond (72½ m.) *Dreuil-lès-Amiens* the railway, diverging from the river, affords a good general view of Amiens and its cathedral.

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77 m. (124 km.) **Amiens,** see Rte. 14.

In and beyond the city the express route to Paris was under bombardment for several miles in April–Aug. 1918. We diverge to the right from the Somme, and enter the tributary valley of the *Avre*.—80 m. *Longueau* (buffet) is a junction for Lille and Laon, but few expresses stop here.—82½ m. *Boves* and (88¾ m.) *Ailly-sur-Noye* were bombarded in 1918; the latter was the nearest point of the railway to the battle-field (3 m. E.).—About 2 m. S.E. of (93 m., 150 km.) *La Faloise* (and seen on the left) lies *Folleville*, with a ruined château (15th cent.) and a church containing the splendid tomb of Raoul de Lannoy (d. 1513) and his wife.—99¼ m. *Breteuil-Embranchement.*

Breteuil (*Hôt. du Globe*; *du Commerce*), 4 m. W. by a branch-line, is a small town (2373 inhab.) on the Noye, with remains of an abbey. The 12–13th cent. church, with double naves, has a fine Gothic tower. *Vendeuil-Caply*, about 1 m. S., is perhaps the Gallic *Bratuspantium* (comp. p. 80).

108½ m. (175 km.) **St-Just** (*Hôt. du Cheval-Blanc*; *St. Nicolas*), or *St-Just-en-Chaussée*, a factory town and railway junction (2839 inhab.), stands on the main road from Amiens to Paris.

Local branch-lines run S.E. to (14¼ m., 23 km.) *Estrées-St-Denis* (p. 64), viâ (9¼ m.) *Laneuvilleroy*, which has a 15th cent. church and the hexagonal donjon of a feudal stronghold; and W.N.W. to (12¼ m., 20 km.) *Crèvecœur-le-Grand* (p. 80).—Another runs to (23 m., 37 km.) *Beauvais* (p. 80) viâ (10¼ m.) *La Rue-St-Pierre*.—From St-Just to *Montdidier* and *Cambrai*, see Rte. 21.

117¼ m. (189 km.) **Clermont** (*Buffet-Hôtel*; *du Chemin-de-Fer*; *de France*) or *Clermont-de-l'Oise*, a town of 5540 inhab. on a hill-slope above the Brèche, was in the middle ages the seat of a powerful countship, and the birthplace of Charles the Fair (1298–1328), who built the *Hôtel de Ville*, now restored. The church of *St-Samson*, of the early 14th cent., was later much modified, and presents a curious medley of styles, with some good stained glass. On the left of the church are ruins of a 13th cent. gateway. Crowning the hill is a surviving keep of the once famous *Castle*, captured by the English in 1359 and 1434, and now modernized as a penitentiary for women.

Branch railways run from Clermont to (21¾ m., 35 km.) *Compiègne* (p. 89) viâ (13¾ m.) *Estrées-St-Denis* (p. 64); and to (17¾ m., 28 km.) *Beauvais* (p. 80) viâ (12¼ m.) *Rochy-Condé* (p. 83).

122¼ m. *Liancourt-Rantigny* is the station for *Rantigny*, on the right bank of the Brèche, and for **Liancourt** (*Hôt. du Chemin-de-Fer*; *du Commerce*), on the left bank, an industrial town (3469 inhab.) with the former château of the dukes of La Rochefoucauld-Liancourt, rebuilt in 1640 and now a boot-factory. In the square is a statue of Duke Frédéric (1747–1827), the philanthropist. The 15–17th cent. church, with curious bell-turrets, contains a marble monument with good effigies of Charles du Plessis and his wife Antoinette de Pons.

126½ m. (204 km.) **Creil** (*Buffet*; *Hôt. du Chemin-de-Fer*; *du Commerce*), a town (10,348 inhab.) with large railway

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workshops, is one of the most important junctions in N. France. It was bombarded in 1918. The church of *St-Médard* is of the 13–16th centuries.

A branch-line, intersecting the network of railways radiating from **Paris**, connects Creil with (23½ m., 38 km.) *Pontoise* (p. 3), viâ (4½ m.) *St-Leu-d'Esserent*, noted for its 12th cent. Gothic *Church, (13½ m., 22 km.) *Persan-Beaumont* (p. 84), and (19½ m.) *Valmondois*.—From Creil to *Compiègne* and *Brussels*, see Rte. 19; to *Beauvais*, see p. 83.

The following section of the route is fully described in the *Blue Guide to Paris*.—**133** m. (214 km.) **Chantilly** (*Hôt. du Grand-Condé*; *d'Angleterre*; etc.), 'the Newmarket of France' (5188 inhab.), famous for its *Château and collections, race-course, and training-stables, is a centre for many excursions (autocars to Dammartin-en-Goële, Compiègne, Châalis, etc.).

The branch-line from Chantilly to (22½ m., 36 km.) *Crépy-en-Valois* (p. 107) runs viâ (8 m.) **Senlis** (*Hôt. du Grand-Cerf*; *du Nord*; etc.), an ancient town (6653 inhab.) on the Nonette, with a splendid early-Gothic *Cathedral, notable for its richly sculptured portal, its two square towers, and its lofty spire of 1140. Here also are remnants of a Gallo-Roman town wall, ruins of a feudal castle, and three interesting parish churches. Senlis was ravaged by the Germans in Sept. 1914.

We traverse a part of the Forest of Chantilly and cross the Thève by a viaduct (360 yds.).—136 m. *Orry-la-Ville-Coye*.—149 m. *Villiers-le-Bel-Gonesse*.—151½ m. *Pierrefitte-Stains*.

158¼ m. (255 km.) **Paris** (Gare du Nord), see Rte. 6.

9. FROM CALAIS OR DUNKIRK TO LILLE

(BRUSSELS; STRASBOURG, BASLE)

These lines, which unite at Hazebrouck, are the first portion of a direct route to *Brussels* (see the *Blue Guide to Belgium*) and also of an important through route to *Metz*, *Strasbourg*, and *Basle*, described in the present volume. The better and quicker service (express boat-trains) to Basle is from Dunkirk (13 m. shorter and correspondingly cheaper than the service from Calais). The successive stages, with the distance, express times, and fares from Dunkirk (Maritime), are as follows: Dunkirk to (55 m.) *Lille* (see Rte. 9B, p. 30.); Lille to (168 m.) *Mézières-Charleville* (4 hrs.; 122 fr. 10, 82 fr. 40, 53 fr. 70 c.; Rte. 11); Mézières-Charleville to *Longuyon* and (249½ m.) *Thionville* (6 hrs.; 181 fr. 10, 122 fr. 25, 79 fr. 70 c.; pp. 138–141); Thionville to (268 m.) *Metz* (6½ hrs.; 194 fr. 60, 131 fr. 35, 85 fr. 65 c.) and (366 m.) *Strasbourg* (8¼ hrs.; 265 fr. 80, 179 fr. 40, 116 fr. 95 c.; Rte. 43); and Strasbourg to (455 m.) *Basle* (10½ hrs.; 330 fr. 20, 222 fr. 90, 145 fr. 30 c.; Rte. 47).

A. From Calais to Lille

Railway, 66½ m. (107 km.) in 1½–3½ hrs. (48 fr. 20, 32 fr. 55, 21 fr. 40 c.); to *St-Omer*, 25¼ m. (41 km.) in 30–70 min. (18 fr. 45, 12 fr. 45, 8 fr. 15 c.); to *Armentières*, 54 m. (87 km.) in 1¾–2¾ hrs. (39 fr. 20, 26 fr. 45, 17 fr. 25 c.).

Road, 66 m. (106 km.).—10 m. (16 km.) *Ardres* (p. 17).—24¾ m. (40 km.) **St-Omer** (p. 27).—26¾ m. (43 km.) *Arques* (p. 28).—37 m. (59 km.) **Cassel** (p. 32).—49 m. (79 km.) *Bailleul* (p. 29).—57 m. (92 km.) *Armentières* (p. 29).—66 m. (106 km.) **Lille** (p. 33).

Calais, see p. 15. Beyond the Gare des Fontinettes the railway emerges from the fortified enceinte and enters a tract of flat country.—6¼ m. *Les Attaques*.—8 m. *Pont-d'Ardres*, or *Pont-sans-Pareil* (1750–54), is a remarkable road-bridge over two canals.—12½ m. *Audruicq* (1879 inhab.; Hôt. de l'Ancien-Hôtel-de-Ville) was a railway locomotive depot during the

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War.—19¾ m. *Watten* (1644 inhab.; Hôt. de la Tête-d'Or) is a junction for (9 m. N.) Bourbourg (p. 17).

25½ m. (41 km.) **ST-OMER** (18,858 inhab.), on the *Aa*, a quiet old town of some historic importance, whose ramparts have disappeared, has broad and regular streets in which linger a number of interesting old houses. An elaborate system of waterways flanks the town on the N. and E.

Hotels. Hôt. du Commerce, 4 Rue Henri-Dupuis, R. 15–25 fr., L. or D. 13 fr.; de France, 26 Grande-Place; Grand Hôtel de Dunkerque, 58 Rue de Dunkerque.

Cafés in the Grande-Place.
Post Office, 64 bis Rue Carnot.
Cabs at the station and in the Grande-Place.

History. St-Omer is named after a 7th cent. bishop of Thérouanne (p. 46), founder of the abbey of St-Bertin. In the middle ages its chief dignity was ecclesiastical, but it underwent many sieges (including two by the English in 1337 and 1339) before being annexed to France in 1677. Besieged by Marlborough and Prince Eugene in 1711, the town was saved by the local heroine Jacqueline Robins, who brought in a boatload of provisions and arms at the risk of her life. Alphonse de Neuville (1836–85), the painter, was a native of St-Omer ('Audomarois'). It was at St-Omer that Hereward the Wake first met his wife Torfrida.

St-Omer was British G.H.Q. from Oct. 12th, 1914, to March 31st, 1916. Sir John French lived at 37 Rue St-Bertin, and Lord Roberts died on Nov. 14th, 1914, at 50 Rue Carnot (tablet), "in the very battle-smoke of the war he had descried." From 1917 onwards St-Omer suffered heavily from bombing and shell-fire.

On quitting the station we cross the canal and follow the Rue de l'Arsenal and thence the Rue de l'Abbaye (l.) to the ruined abbey-church of *St-Bertin*, consisting of a 15th cent. tower (view from the roof) and a few arches of the nave and N. transept. Childeric III, the last of the Merovingians, died in the abbey in 755. The Rue St-Bertin passes (l.) the *Hôpital Militaire*, formerly a school for the Roman Catholic youth of Great Britain, opened by the Jesuits in 1592, and removed successively to Bruges (1762), Liége (1773), and finally (in 1794) to Stonyhurst in Lancashire. Titus Oates, John Carroll, first Roman Catholic bishop in the United States, and Daniel O'Connell were among its pupils. Farther on are (r.) the church of *St-Denis*, rebuilt in 1706–14, with a 15th cent. choir and a 13th cent. tower, and (l.) the *Lycée*, with a library of 25,000 vols. and valuable early MSS.

From the end of the Rue St-Bertin a short street (l.) leads to ***Notre-Dame** (13–15th cent.), the most interesting church in Artois and a cathedral from 1559 to 1801. The tower and the beautiful S. portal (slightly damaged) with its 15th cent. statue of the Virgin and its sculptured Last Judgment, are chief features of the exterior. The interior is crowded with ex-votos (14–17th cent.) and tombs (15–16th cent.). In the S. aisle are the 'Grand Dieu de Thérouanne' (a 13th cent. group of Christ, the Virgin, and St. John) and the marble *Tomb of Eustache de Croy (d. 1538), by Jacques Dubrœucq. A chapel off the S. transept contains a miraculous 13th cent. statue of the Virgin. In the N. transept are the tomb of St. Erkembode (d. 742) and a clock dated 1558. The tomb of St. Omer in the N. aisle is a 13th cent. cenotaph.

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The interesting *Musée Archéologique* (open daily on application) occupies the Hôtel Colbert, a fine 17th cent. mansion at No. 14 Rue Carnot. In the Grand-Place is the *Hôtel de Ville* (1840), with a picture-gallery of minor interest. The church of *St-Sépulcre* (14–15th cent.), a little N.E. of the square, has a beautiful stone spire.

The Flemish-speaking inhabitants of the N.E. suburbs of *Haut Pont* and *Lyzel* have constructed a labyrinthine system of canals ('watergands') among the marshes, and the land thus reclaimed ('lègres') is devoted to market-gardening. An interesting excursion may be made to (2½ m.) *Clairmarais*, with the remains of the Cistercian abbey where Thomas Becket took refuge in 1165, after his quarrel with Henry II.—About 3 m. N.W. of St-Omer is *Salperwick*, where, in a farm known as 'Villa Napoléone,' Henry VIII lodged in 1513 and Napoleon in 1805.—*Blendecques*, 3 m. S., was the residence of Sir D. Haig in 1915–16, and later an Army H.Q.—The *Ascenseur de Fontinettes*, a remarkable hydraulic lift on the Canal de Neuffossé, 2½ m. S.E. of St-Omer, was completed in 1888, and performs the work of five locks.

From St-Omer to Armentières viâ Berguette, 38 m. (61 km.), railway in 2–3 hrs. (27 fr. 50, 18 fr. 55, 12 fr. 10 c.). This loop line crosses the battlefield of the Lys.—3 m. (5 km.) *Arques*.—13 m. (21 km.) **Aire** (4791 inhab.; *Hôt. de la Clef-d'Or*; *de l'Angleterre*), on the *Lys*, an ancient fortress, was a British Army H.Q. (1917–18). The church of *St-Pierre*, rebuilt in the 16th cent., shows three different stages of Gothic architecture. Aire retains the charming *Hôtel du Baillage* (16th cent., restored) and a Hôtel de Ville of 1714–24. Railway to *Montreuil*, see p. 46.—At (16½ m.) *Berguette* we cross the Arras–Dunkirk railway (p. 56).—21 m. *St-Venant* (2579 inhab.) stands just W. of the Lys battlefield (p. 29).—25½ m. (41 km.) **Merville**, an industrial town (3729 inhab.) destroyed in April–Aug. 1918, stands at the confluence of the Lys with the *Bourre*. To the N.W. is the Forest of Nieppe (see below), near which the Guards and Australians checked the German onrush. Railway to *Hazebrouck*, see p. 29.—27½ m. *Lestrem*, on the *Lawe*.—29½ m. *La Gorgue-Estaires* (light railway from Estaires to Béthune, see p. 56).—At (31¾ m.) *Laventie* are many British cemeteries.—38 m. (61 km.) *Armentières*, see p. 29.

From St-Omer to *Boulogne*, see pp. 20, 21.

The main line passes the forest of Clairmarais (l.), beyond which Cassel hill becomes prominent.—32¼ m. *Ebblinghem*.

38 m. (61 km.) **Hazebrouck** (*Buffet-Hôtel*; *St-Georges*; *de la Bourse*; *du Nord*; *du Faucon*; *Gambrinus*), on the *Bourre*, an important railway junction and once more a prosperous market-town (11,564 inhab.), was a familiar centre of movement on the British front, and the gateway to the Ypres salient. The church of *St-Eloi* has a fine open-work spire (16th cent.). The *Forest of Nieppe* (6170 acres), 3–5 m. S., covered the town against the German advance of April 1918.

From Hazebrouck to Ypres, 19¼ m. (31 km.) railway in 1¼–1½ hrs. As we quit Hazebrouck Cassel hill is seen on the left.—4¼ m. *Caestre*, amid hop-fields.—7½ m. *Godewaersvelde* (French customs) lies at the foot of the Mont des Cats (518 ft.; view), crowned by a modern Trappist monastery, bombarded in 1918.—The train enters Belgium.—9½ m. *Abeele* (Belgian customs).—13 m. (21 km.) **Poperinghe** (*Skindles*; *du Pavillon*), affectionately remembered as 'Pop' by the British Army, is a Flemish market-town with a 15th cent. church (partly rebuilt). 'Talbot House' or 'Toc H,' established here early in the War, became world-famous as a hostel. The great military cemetery of *Lijssenthoek* (2 m. S.W.) contains over 9800 soldiers' graves.—Between Poperinghe and Ypres a line of shell-scarred trees, parallel with the railway, on the left, marks the famous main road along which 5 million British and Overseas troops marched to fight. Of these a million returned wounded, while 300,000 lost their lives within the salient.—16¾ m. *Vlamertinghe*, familiar for the gaunt town of its ruined church, has been entirely rebuilt.—19¼ m. (31 km.) **Ypres** (*Continental*, *du Sultan*, *Skindles*, etc.), see the *Blue Guide to Belgium*.

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Other branch-lines run from Hazebrouck to (21 m., 34 km. N.) *Hondschoote* (1713 inhab.; Hôt. du Cygne), a French frontier town with a 16th cent. brick church and a handsome Hôtel de Ville in the Spanish Renaissance style (1558); and to (8¼ m., 14 km. S.) *Merville* (see p. 28).

From Hazebrouck to *Arras*, see Rte. 13; to *Dunkirk*, see Rte. 9B.

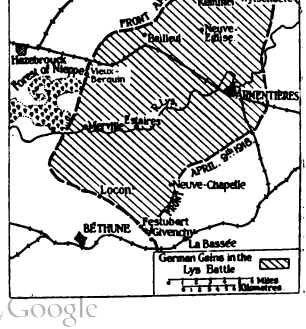
Beyond Hazebrouck we traverse a flat agricultural tract devastated by the War.—42½ m. *Strazeele* is the station for *Merris, Meteren, Vieux-Berquin*, and other landmarks of the campaign of 1918.—47½ m. (76 km.) **Bailleul** (*Hôt. de la Pomme d'Or*,) on a hill ¾ m. N. of the station, was a picturesque lace-making town (5392 inhab.) with two 16th cent. churches and a Hôtel de Ville with a tall campanile. During the greater part of the War its narrow streets and market-square were thronged with British troops enjoying a respite from the trenches. Its ruin dates from the capture and recapture in 1918. The extension of the cemetery contains 4000 British graves.

Roads lead from Bailleul to *Ypres* (10–12 m.) viâ *Locre* and *Dickebusch*, or viâ *Neuve-Eglise* and *Mont Kemmel* (tramway); see the *Blue Guide to Belgium*.

49¾ m. *Steenwerck*; 51½ m. *Nieppe*.—We cross the sluggish river *Lys*, a fairly definite language-frontier, to the N. of which Flemish prevails.

54 m. (87 km.) **Armentières** (*Hôt. du Comte-Egmont et du Nord*, R. from 10 fr.; *du Prophète*), on the Lys, close to the Belgian frontier, again a flourishing linen-making and brewing town (19,593 inhab.), stood for 3½ years some 2 m. behind the trenches, and is one of the places particularly associated with the British army. It is rapidly recovering from almost total destruction.

Armentières is the station for *Ploegsteert* ('Plug Street') and *Ploegsteert Wood*, 2½–3½ m. N., on the Belgian side of the frontier. Farther N. is (5 m.) the *Messines Ridge*, traversed by a road leading to (10¼ m.) *Ypres*.—Another road leads from Armentières to (17 m.) *Béthune*, viâ (8½ m.) *Neuve-Chapelle* (p. 67).—See the *Blue Guide to Belgium*.



Battle of the Lys. At 7 a.m. on April 9th, 1918, after a heavy bombardment, during which 30,000–40,000 gas shells were fired into Armentières, eight divisions of Von Quast's 6th Army attacked the nine-mile front between Bois-Grenier, 2½ m. S. of the town, and the La Bassée canal, the initial thrust involving the 40th and 55th British Divs., separated by a Portuguese division. Both the British units were outflanked by the German advance on the Portuguese front, while the 50th Div., in support, and the 51st, in reserve, were quickly drawn into the struggle. Armentières was surrounded and fell on the evening of the 10th, the Germans securing some prisoners and much booty. Estaires and Merville (p. 28) fell on the 11th, Neuve-Eglise on the 12th, and Bailleul (see above) on the 15th of April. From Meteren and Merris the railway junction of Hazebrouck was threatened. Even

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more vital were the heights S.W. of Ypres, and the capture of Mont Kemmel (p. 29) on the 25th compelled a withdrawal from the high ground E. of Ypres, including the Passchendaele ridge. Many new divisions, both British and French, had now reinforced the line, and the costly failure of an attack on April 29th on the Meteren–Voormezeele front proved that the great German effort was nearly spent.—A study of the ground will show that this offensive movement, which flowed so rapidly across the level plain W. and S.W. of Armentières, was arrested at almost all points of higher altitude and importance. The German position thereafter became steadily worse until the withdrawal in Aug.–Sept. 1918.

The railway from Armentières to (21¼ m., 35 km.) *Lens* (p. 52) runs viâ (8 m.) *Wavrin* (comp. p. 67). A light railway runs from Armentières to (15¼ m., 25 km.) *Halluin*, viâ *Houplines*, *Frélinghien*, and *Comines* (p. 38). From Armentières to *St-Omer* viâ *Berguette*, see p. 28.

Beyond Armentières the railway traverses the devastated area, crossing the former British and German trenches near *L'Épinette*, 2 m. E.—58½ m. *Pérenchies* is a weaving town.—Beyond (62 m.) *St-André* (tramway to Lille), we cross the *Deûle*.—62½ m. *La Madeleine*, an industrial suburb (20,428 inhab.) of Lille.

66½ m. (107 km.) **Lille**, see Rte. 10.

B. From Dunkirk to Lille

RAILWAY from *Dunkerque-Maritime*, 55 m. (89 km.) in 1½ hr. (40 fr. 10, 27 fr. 5, 17 fr. 65 c.); from *Dunkerque-Ville*, 53½ m. (86 km.) in 1–2¼ hrs. (38 fr. 75, 26 fr. 15, 17 fr. 5 c.).

ROAD, 47 m. (76 km.).—5½ m. (9 km.) *Bergues* (p. 32).—12½ m. (20 km.) *Wormhoudt* (p. 31).—18 m. (29 km.) **Cassel** (p. 32). Thence to (47 m., 76 km.) **Lille**, see Rte. 9A.

DUNKIRK, Fr. *Dunkerque* (32,945 inhab., mainly Flemish), the northernmost town in France, 8 miles from the Belgian frontier, has a considerable harbour at the mouths of several canals, and ranks third among French seaports. Dunkirk, which was strongly fortified, suffered more from German air raids than any other town, and extensive rebuilding proceeds, without greatly disturbing the lethargic character of the place, which is clean and rather attractive.

Stations. *Dunkerque-Maritime* (Pl. B 3), for the boat-trains; *Dunkerque-Ville* (Pl. D 3), for all trains.

Hotels. DU CHAPEAU-ROUGE (Pl. b; D 2), 5 Rue St-Sébastien, R. 12–65 fr., L. or D. 12 fr.; DES ARCADES (Pl. a; C 2), 37 Place Jean-Bart, R. 15–50 fr., L. or *D. 16–20 fr., well spoken of; DU COMMERCE (Pl. d; D 2), 25 Rue Nationale; DE FLANDRE, 18 Rue Alexandre-Trois; DE LA PAIX (Pl. c; D 3), 4 Rue David-d'Angers; and several in the Place de la Gare (Pl. D 3).

Restaurants. At the hotels; also *Brave-Jean-Bart*, Place Jean-Bart; *Trassaert*, 31 Rue des Vieux-Quartiers.

Post Office (Pl. C 2), Rue des Vieux-Quartiers.—BRITISH CONSUL, Rue Gaspard Malo; U.S. CONSUL, 44 Rue Emmery.—BANKS. *Crédit Lyonnais*, *Société Générale*, 13 and 17 Place Jean-Bart; *Comptoir d'Escompte*, 16 Rue Émile-Zola.—SYNDICAT D'INITIATIVE, 42 bis Rue Émile-Zola.

Steamers. London–Paris service viâ *Tilbury*, see Rte. 5.—To *Goole*, see p. 1.

English Church (Pl. B, C 2), Place de la Prison.

History. Dunkirk, the 'church in the dunes,' traditionally founded by St. Eloi or Eligius (d. 658), assumed its present Flemish name in the 9th century. Here, in the 13–16th cent., the Counts of Flanders were often attacked by the French kings. More celebrated sieges of Dunkirk were those of the 17th cent., when the place was captured in turn by Condé (1646), aided by Tromp and the Dutch fleet; by the Spaniards (1653); and by Turenne (1658) after the Battle of the Dunes close by. Dunkirk was then ceded to Cromwell in return for the

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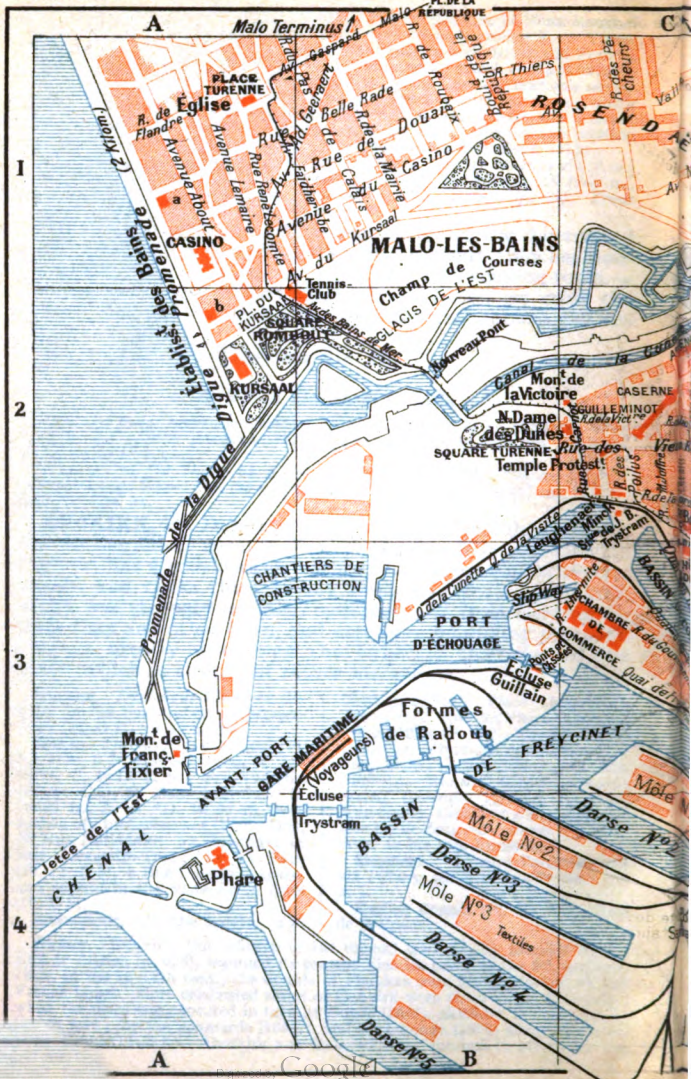
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Rue Ed. Lefebvre
Rue Renée Lemaire
Avenue Lemaire
Avenue Aboukir
R. de Flandre
Église
PLACE TURENNE
CASINO
Av. du Kursaal
MALO-LES-BAINS
Champ de Courses
GLACIS DE L'EST
Tennis-Club
Pl. du Kursaal
SQUARE RUMBOLDT
Établissts des Bains
Promenade
Digue
KURSAAL
Nouveau Pont
Canal de la Cunette
Mon. de la Victoire
CASERNE GUILLEMINOT
N.-Dame des Dunes
SQUARE TURENNE
Rue des Temple Protest!
Rue des Viennois
Rue de la Trystram
Leughenaer
Mon. de la Victoire
CHANTIERS DE CONSTRUCTION
Promenade de la Digue
Cale Cunette
Slip Way
PORT D'ÉCHOUAGE
BASSIN
CHAMBRE DE COMMERCE
Quai de la
Écluse Guillain
Formes de Radoub
GARE MARITIME (Voyageurs)
AVANT-PORT
Mon. de Franç. Tixier
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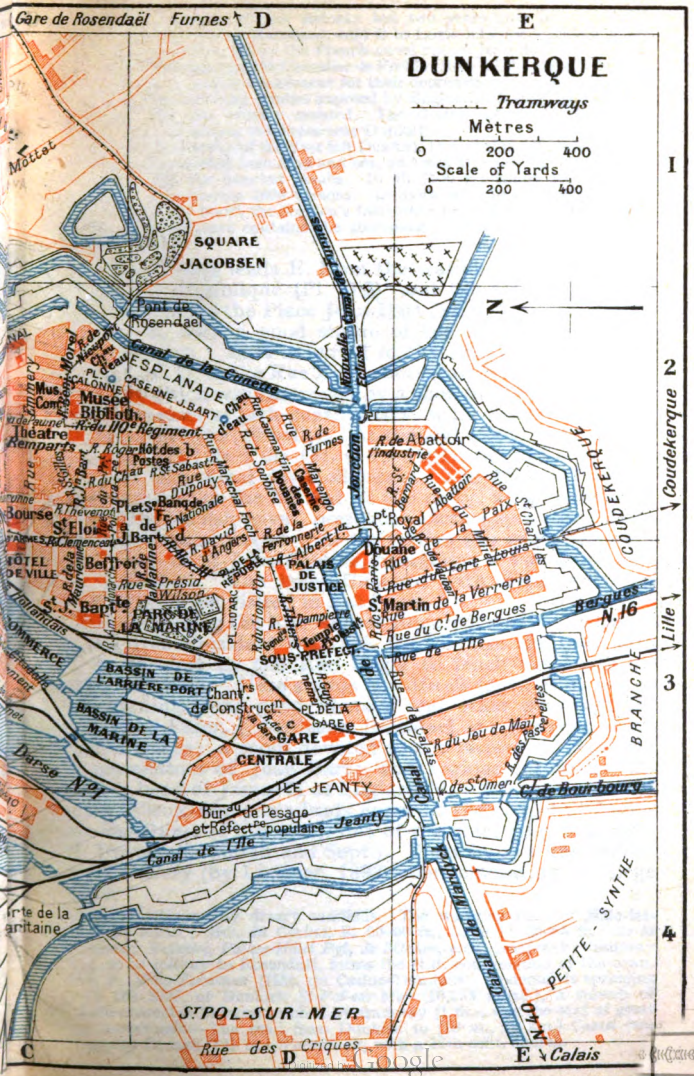
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Musée
Bibliothèque
Théâtre
Remparts
Hôtel des Postes
Bourse
St Eloi
HÔTEL DE VILLE
Beffroi
St J. Baptiste
PARC DE LA MARINE
Ommerce
BASSIN DE L'ARRIÈRE-PORT
BASSIN DE LA MARINE
Darse N.01
Chant. de Construct.
GARE CENTRALE
ILE JEANTY
Bur. de Pesage et Refect.re populaire Jeanty
Canal de l'Ile
Darse de la Marine
Canal de Mardyck
PETITE - SYNTHE
N.40
St POL-SUR-MER
Rue des Criques
Canal de Furnes
Canal de Bergues
Canal de Bourbourg
Canal de Calais
Canal de Dunkerque
Canal de Coudekerque
Bergues N.16
BRANCHE
Palais de Justice
Sous-Préfect.
Douane
Pt Royal
Pt de Flandre
R. de Abattoir
Industrie
Rue du Jeu de Mail
Rue du C.de Bergues
Rue de la Verrerie
Rue de Lille
Rue de la Paix
Rue du Fort Louis
Rue du Quai
Rue de la Marine
Rue de la Ferronnerie
Rue de la Digue
Rue de la Cunette
Rue de la Corderie
Rue de la Boucherie
Rue de la Basse Ville
Rue de la Bonne Foi
Rue de la Cale
Rue de la Cloche
Rue de la Cordonnerie
Rue de la Fontaine
Rue de la Gare
Rue de la Glacière
Rue de la Grande Fontaine
Rue de la Grande Place
Rue de la Halle
Rue de la Liberté
Rue de la Marine
Rue de la Mer
Rue de la Monnaie
Rue de la Paix
Rue de la Petite Fontaine
Rue de la Petite Place
Rue de la Poissonnerie
Rue de la Prison
Rue de la Providence
Rue de la Rade
Rue de la Rampe
Rue de la Redoute
Rue de la Régence
Rue de la Remise
Rue de la Rivière
Rue de la Rue
Rue de la Sablière
Rue de la Sablonnière
Rue de la Salle
Rue de la Tannerie
Rue de la Tour
Rue de la Vallée
Rue de la Vieille Boucherie
Rue de la Vieille Poissonnerie
Rue de la Vieille Tour
Rue de la Vieille Ville
Rue de la Voirie
Rue de la Voûte
Rue de la Vraie Croix
Rue de la Vraie Foi
Rue de la Vraie Vie
Rue de la Vraie Voie
Rue de la Vraie Vue
Rue de la Vraie Voix

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services of his Ironsides to the victors; but two years after his restoration Charles II, already in embarrassment, sold it to Louis XIV for 5 million livres. The corsairs of Dunkirk, led by the French naval heroes Jean Bart (1651–1702), son of a local fisherman, and the Chevalier de Forbin (1656–1733), played a famous part in later wars; and in punishment for their depredations the harbour works were twice destroyed under treaties imposed by England. A siege by the Duke of York in 1793 was bravely resisted. The closing scenes of Stevenson's 'Catriona' are laid among the dunes near Dunkirk.

In Oct. 1914 the battles of the Yser left Dunkirk 18 m. behind the Allied front. It was repeatedly shelled from land and sea, and was attacked by aircraft from 1916 onward with the heaviest bombs. In all 7500 projectiles fell upon the town, killing or wounding 1600 persons. Dunkirk was the advanced base of the Dover Patrol, of whom the Seamen's Institute (chapel and hostel) is the war memorial. The institute contains the sternpiece of H.M.S. Asia, flagship at Navarino in 1827.

The Rue Thiers leads E. from the station (Pl. D 3) to the Place de la République (Pl. D 3), and the Rue Alexandre-Trois thence N. to the Place Jean-Bart (Pl. C, D 2), the centre of the town, with a good statue of the famous corsair by David d'Angers. Bart is buried in the 16th cent. church of *St-Eloi* (Pl. C 2), in the Rue Émile-Zola (just N. of the square), the roof of which was destroyed by a shell in 1915. Opposite the church rises a 14th cent. *Belfry*, with one of the finest carillons in France (49 bells). At the end of the street is the handsome *Hôtel de Ville* (Pl. C 3; 1901); beyond which we follow the busy Quai des Hollandais. The *Minck* (Pl. C 2), or fish-market, at the N. end of the quay, with its characteristic Flemish fish-wives, presents a picturesque scene when the fishing-boats come in. At the farther (S.) end is the 18th cent. church of *St-Jean-Baptiste*, containing a Van Dyck and other paintings. The busy *Harbour*, with docks covering 120 acres, may be visited in 2–3 hours.

Returning along the Rue Amiral-Ronarc'h and its continuation the Rue Président-Poincaré, we traverse the town and turn to the left by the Rue Roger to reach the Place du Théâtre (Pl. C 2). Here stands the *Musée* (open Sun. 1–4 or 5), containing some good Flemish and other paintings (P. Pourbus the Elder, J. Jordaens, Ruysdael, etc.), besides many doubtful works; a room devoted to the history of Dunkirk, with mementoes of Jean Bart; and various curiosities, including a head of James II of England (d. 1701) in wax. The Rue des Vieux-Remparts leads hence to the chapel of *Notre-Dame-des-Dunes* (Pl. B, C 2), one of the chief pilgrim resorts in N. France (in March and Sept.). Near by is a fine *Monument of Victory* (by Lorimer, 1893) commemorating the siege of 1793.

Dunkirk is flanked by dreary sandhills. The watering-place of **Malo-les-Bains** (8435 inhab.; *Hôt. du Casino*, R. 20–90 fr., L. or D. 20–25 fr.; *de la Renaissance*; *Bellevue*, *Palace-Hôtel Pyl*, *de l'Océan*, etc.), reached by tramway (1¼ m.) or by railway to Rosendaël, forms the N.E. continuation of the town. Farther E. *Malo-Terminus* (Hôt. du Casino-Terminus; Moderne) is springing up.—To the S.W. of Dunkirk *St-Pol-sur-Mer* (10,258 inhab.), a suburb of industrial character, likewise reached by tramway (1 m.), was the seat of great British aerodromes.—The road from Dunkirk to (18 m., 29 km.) *Cassel* (see p. 30) passes through (12½ m.) *Wormhoudt*, with a 16th cent. church.

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FROM DUNKIRK TO DIXMUDE (Ghent), 24¾ m. (40 km.) railway in 2–2½ hrs. (c. 16 fr. 70, 11 fr. 20, 6 fr.). Carriages are changed at Adinkerke (Belgian frontier). On leaving Dunkirk the railway crosses three canals and runs through the dunes, with the sea on the left and a fertile plain on the right.—3¾ m. (6 km.) *Rosendaël*, station for Malo-les-Bains (see p. 31).—5 m. (8 km.) *Leffrinckhoucke*. —7½ m. *Zuydcoote* (Hôt. Beauséjour) has a large convalescent home for children. —At (8¾ m.) *Ghyvelde* is the French custom-house. The modest watering-place of *Bray-Dunes* (Hôt. de la Plage; Modern) has a good bathing-beach. Light railway (suspended) to (8¾ m.) Hondschoote (p. 29).—12½ m. *Adinkerke* (Belgian customs), and thence to (15½ m.) *Furnes* and (24¾ m., 40 km.) *Dixmude*, see the *Blue Guide to Belgium*.

From Dunkirk to *Arras*, see Rte. 13; to *Calais*, see p. 17; to *Nieuport* and *Ostend*, see the *Blue Guide to Belgium*.

The through train, starting from the Maritime Station, passes slowly along the docks, and makes a fresh start at (1½ m.) *Dunkirk Town Station*.—2 m. *Coudekerque Branche*, junction for Calais, see p. 17. Beyond Coudekerque the railway runs beside the Dunkirk canal, passing several forts and crossing the *Watteringues*, a flat region, drained by canals and dikes, which can be flooded for purposes of defence.

6¾ m. (11 km.) **Bergues** (3878 inhab.; *Hôt. de la Tête-d'Or*, R. 10–30 fr., L. or D. 10 fr.; *du Commerce*) is a little frontier fortress, designed by Vauban, at the junction of three canals which form a moat round the walls. It was frequently besieged in the Flemish wars, but resisted an English attack in 1793. Massive gateways give access to the streets within, which are narrow and shabby. The church of *St-Martin*, a 16th cent. brick building, has a modern façade and contains a few paintings of the Flemish school. The **Belfry*, a graceful 16th cent. tower, arcaded and flanked by polygonal turrets, is crowned by an octagonal wooden lantern. The great bell, cast in 1643, weighs over 6 tons. The *Hôtel de Ville*, rebuilt in the Spanish style of the 17th cent., includes a small but interesting picture-gallery (adm. on application; gratuity), containing examples of Van Dyck, Meuninchove, Ribera, Wauters, and others. The large Benedictine abbey of *St-Winoc*, destroyed at the Revolution, formerly stood in the Promenade St-Pierre, where two paltry towers are preserved as sea-marks.

Bergues, 16 m. from the front, and a Belgian rest billet, was bombarded in April–June 1915.—A local railway runs to (8½ m., 14 km.) *Hondschoote* (p. 29) joining the Hazebrouck line at (5½ m.) *Rexpoëde*.

At (12½ m.) *Esquelbecq*, on the *Yser*, are the remains of a mediæval castle. This was a railhead, with extensive camps; but a little to the S. of it we enter the area associated with the British Army.—16¾ m. *Arnèke*, with a 15th cent. church, was likewise a British railhead during the War.—As we proceed Cassel hill becomes prominent on the E.

21 m. (34 km.) **Cassel** (*Hôt. du Sauvage*, R. from 14 fr., L. or D. 15 fr.; *du Lion-Blanc*) is a picturesque town (2257 inhab.), splendidly placed on a solitary hill (515 ft.) 2½ m. N.E. of the station, with which it is connected by tramway. A line of windmills along the ridge adds prominence to this height, which is the principal feature in the plain of French

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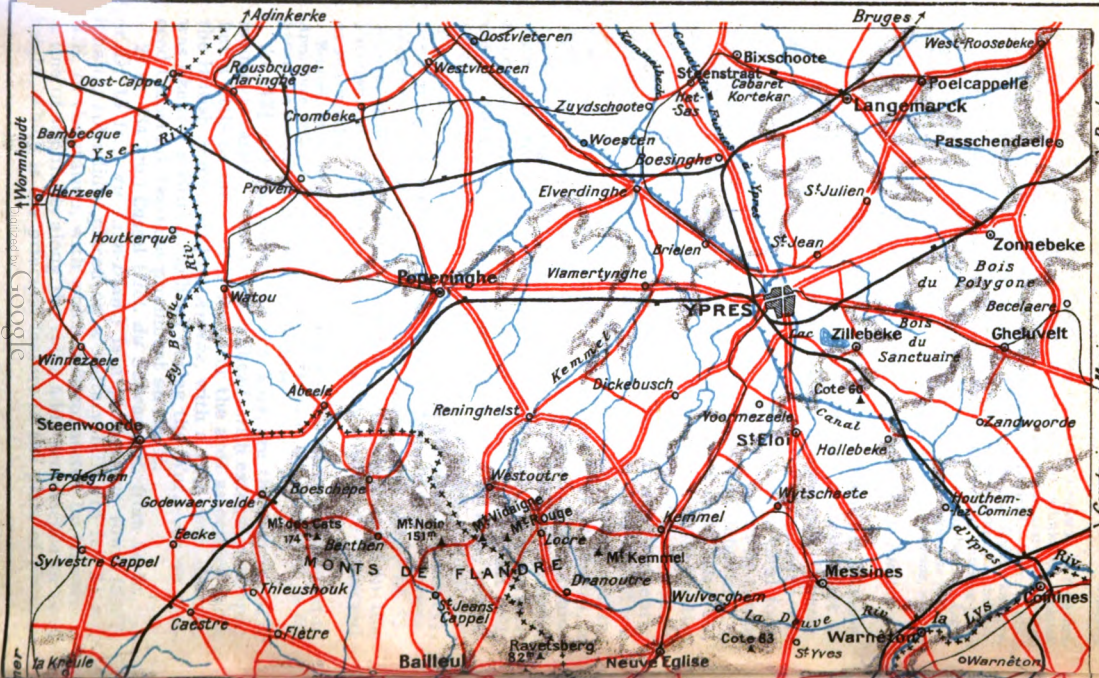
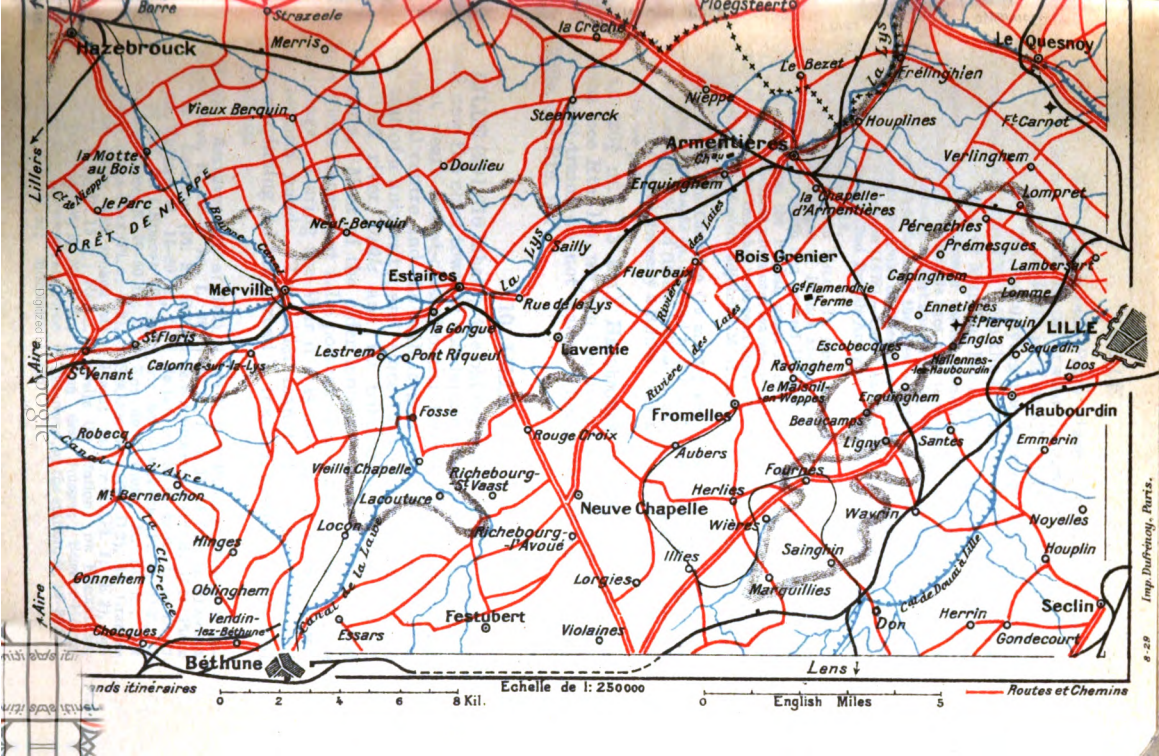
YPRES - LE KEMMEL - HAZEBROUCK - ARMENTIÈRES - LILLE - BÉTHUNE

LIBRAIRIE HACHETTE




Hazebrouck
Merris
Strazeele
Barre
la Crèche
Ploegsteert
Le Quesnoy
Le Bezet
Frélinghien
Nieppe
Houplines
Ft Carnot
Vieux Berquin
Steenwerck
Armentières
Verlinghem
la Motte au Bois
Doulieu
Erquinghem
la Chapelle-d'Armentières
Lompret
le Parc
Neuf-Berquin
Pérenchies
Prémesques
Sailly
Bois Grenier
Lambersart
Merville
Estaires
Fleurbaix
Rue de la Lys
Capinghem
Ennetières
Lomme
St Floris
la Gorgue
Lestrem
Pont Riqueul
Laventie
Escobecques
LILLE
Englos
Sequedin
St Venant
Calonne-sur-la-Lys
Radinghem
Loos
Haubourdin
Robecq
Fosse
Fromelles
Beaucamps
Ligny
Santes
Emmerin
Rouge Croix
Aubers
Veille Chapelle
Richebourg-St Vaast
Fournes
Herlies
Lacouture
Neuve Chapelle
Wavrin
Noyelles
Locon
Richebourg-l'Avoué
Wiers
Houplin
Hinges
Illies
Sainghin
Bonnehem
Lorgies
Marquillies
Seclin
Obinghem
Festubert
Herrin
Vendin-lez-Béthune
Violaines
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Gondecourt
Essars
Béthune
Lens
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0 5 English Miles
Routes et Chemins

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Flanders. The old *Grande-Place* gives a certain character to the town, which is otherwise somewhat dull. In the Renaissance *Hôtel de Ville* is a small museum. Opposite is the *Mairie* (No. 26), occupying the former 'baillage,' which dates from Charles IX. On the terrace of the former château (view) is a statue of Marshal Foch by G. Malissard (1928).

History. Cassel, a Roman station (*Castellum Menapiorum*), ranked as a fortress throughout the middle ages, and three battles were fought beneath its walls: in 1071, between Robert and Arnould, rival counts of Flanders; in 1328, when Philip of Valois defeated the Flemish and seized the town; and in 1677, when the success of the Duke of Orleans over William of Orange largely decided the treaty of Nimwegen (1678).—Cassel was the H.Q. of Gen. Foch in 1914–15, and of Gen. Plumer (2nd British Army) in 1916–18. It was bombarded (but little damaged) in 1918.

*View from Cassel Hill. In clear weather the panorama includes 30 towns and 100 villages of France and Belgium (many of which have been destroyed). The North Sea beyond Dunkirk, 16 m. N., is seen dotted with fishing craft, and the English coast is sometimes discerned. The Mont des Cats (p. 28) is the most prominent feature of the chain of hills 10–12 m. E. From this view-point the trenches were seen during the War as a line of drifting smoke. —The *Mont des Récollets*, adjoining Mont Cassel on the E., is the highest point of the range (548 ft.).

Roads lead from Cassel to (19 m., 30½ km.) *Ypres* viâ (4 m.) *Steenvoorde* and (11 m.) *Poperinghe* (p. 28), and to (20 m., 32 km.) *Armentières* (p. 29) viâ (6 m.) *Caestre* (p. 28) and (12 m.) *Bailleul* (p. 29); both are good roads through hop-growing country, formerly a British 'back-area.'—From Cassel by road to *Dunkirk*, see p. 30.

At (26¾ m.; 43 km.) **Hazebrouck** (p. 28), junction for Arras (see Rte. 13), we join the line from Calais to Lille, but the boat-trains do not halt. Thence to (55 m., 89 km.) **Lille**, see Rte. 9A.

10. LILLE

LILLE (201,610 inhab.), the old capital of French Flanders and now the chief town of the department of the *Nord*, until recent years a first-class frontier fortress, is an important industrial centre and the fifth largest city in France. It is the seat of a university, and, since 1913, of a bishopric. The canalized river *Deûle* and its tributaries enclose the N. ramparts. Most of the older monuments have disappeared in various sieges, but Lille possesses some handsome modern buildings. During the War it was the largest French town in German hands. The chief manufactures are flax and cotton-spinning ('Lisle thread'), textiles, tobacco, beer, and chemicals.

Hotels. Bellevue (Pl. a; D 2), Grande-Place, R. 25–50 fr., L. 26, D. 27 fr.; Carlton (Pl. h; D 2), Place du Théâtre, R. 15–80 fr., L. 30, D. 32 fr.; de l'Europe (Pl. b; C 2), 30 Rue Basse, R. 20–50 fr., L. or D. 18 fr.; de la Paix (Pl. c; D 2), 46 Rue de Paris, well spoken of; R. 15–40 fr., L. or D. 15 fr.; Royal (Pl. D 2), Boul. Carnot, R. 25–60 fr., L. or D. 30 fr.; Continental, Place de la Gare (Pl. E 2); Moderne (Pl. k; D 2), Parvis St. Maurice, R. 16–40 fr., L. or D. 13 fr.; de Flandre & d'Angleterre (Pl. d; E 2), Place de la Gare, R. 15–40 fr., L. or D. 12 fr.; du Commerce (Pl. e; D 3), 15 Rue de Béthune, R. 12 fr.; de Strasbourg (Pl. D 2), 15 Grande-Place; de Lyon (Pl. f; E 2), opposite the station; de Bruxelles, Rue des Buisses; Buffet-Hôtel Terminus, at the station, R. 15–30 fr.; etc.

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Restaurants. At the hotels; also *Taverne de Strasbourg*, *Taverne de Bruxelles*, 15 and 12 Grande-Place, and at the cafés.

Cafés and **Brasseries,** *Bellevue, de la Paix, Moderne*, 17, 9, and 23 Grande-Place; *Bar Continental*, 11 bis Place de la Gare; *Brasserie de la Bourse.*

Post Office (Pl. C 3), Place de la République.—SYNDICAT D'INITIATIVE at the station.—BANKS. *Crédit Lyonnais, Société Générale, Comptoir d'Escompte*, 28, 51, and 96 Rue Nationale.

Conveyances. MOTOR CABS (Taxis), 400 metres 1 fr. 25 c., each addit. 166 metres 25 c.; double fares at night; waiting 10 fr. per hour; luggage extra. —HORSE CABS, 5 fr. per drive; at night 8 fr.—AUTOCARS to *Lens* several times daily in 1¼ hr. viâ Carvin (10 fr.). —TRAMWAYS run through the principal streets and to *Tourcoing* and *Roubaix* (p. 38).

Amusements. *Nouveau Théâtre* (Pl. D 2), Place du Théâtre; *Théâtre Sebastopol* (*Cirque Municipal*; Pl. C 4), Place Sébastopol; *Hippodrome* (Pl. D 4), 37 Rue Nicolas Leblanc; *Palais d'Été* (Pl. C 2), and numerous music-halls, cafés-concerts, and cinemas.—*Racecourse* in the Bois de la Deûle.

British Consulate, 29 Rue Esquermoise.—**U.S. Consulate,** 6 Rue Faidherbe.

English Church. *Christ Church* (Église Anglicane; Pl. D 4), Rue Watteau.

History. After the stormy early history common to Flemish frontier towns, Lille began to prosper in the 15th cent. under the Dukes of Burgundy. The Spanish domination of the 16th and early 17th cent. has left its mark on some of the buildings. The town was captured by Louis XIV in 1667 and promptly refortified by Vauban. In 1708 it was starved out by Marlborough. This was the siege that Uncle Toby and Corporal Trim followed in the 'Gazette' and on the bowling green, and at which Col. Henry Esmond distinguished himself. In 1792 the citizens withstood a siege and a ten days' bombardment by the Austrians. During the Franco-Prussian war it gave birth to one of the forlorn hopes of the campaign, Gen. Faidherbe's 'Armée du Nord,' which was crushed at St-Quentin after some minor successes. Lille then became the centre of an 'entrenched camp' defended by eleven forts, but after 1880 the defences fell into disuse and were finally condemned in 1911.—Lille was the birthplace of Gen. Faidherbe (1818–97) and of Carolus-Duran (1837–1917), the painter.

LILLE DURING THE WAR. Lille, from which the garrison had been withdrawn, was reached by German advanced patrols on Aug. 28th, 1914, but it was reoccupied by the French on Sept. 5th, and held by Gen. Maud'huy's 10th Army. The main French force, however, retired after some fighting N. and E. of the town (Oct. 4–6th); and after three days' bombardment, during which crowds of refugees ran the gauntlet of the encircling Uhlans, Lille capitulated to the German 14th Corps on Oct. 12th. Allied thrusts were made in the direction of Lille during the same month, and later at Neuve-Chapelle (p. 67) and Loos (p. 53), but the town was not liberated until Oct. 18th, 1918, when it was outflanked by the capture of Menin and Douai.—The deportation of 25,000 of the inhabitants in April–May 1916 was the culminating point of the tyranny under which Lille lived during the occupation. The German *Kommandantur* used the premises of the Crédit du Nord in the Rue Jean-Roisin (Pl. D 2), and the Kaiser put up at the Royal Hotel on his visits to Lille.

Lille was not shelled by the Allies, although it stood within range; and this circumstance made it a favourite resort of many elegant Prussian officers, 'heroes of the Lille front,' who became a by-word among the German rank and file. 'Leave to Lille' was frequently granted, and amusements were organized on a large scale, the new theatre (see p. 35) being opened as a German opera-house. On Jan. 11th, 1916, a great munition depot (the 'Dix-Huit-Ponts'), exploded in the S.E. ramparts, between the Porte de Valenciennes and Porte de Douai. Whole streets were destroyed, and about 200 civilians perished.

The N. quarter of Lille is the oldest part of the town and includes most of the public buildings. Many of the streets around the station (Pl. E 2) were completely ruined by the bombardment of 1914, notably the Rue Faidherbe, the Rue de Paris, and the Rue de Tournai, leading to the *Porte de Tournai* (Pl. E 3; Louis XVI period), with a bridge blown

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up by the retreating Germans in 1918. From the Place de la Gare the short Rue du Priez (l.) leads to the double-aisled late-Gothic church of ST-MAURICE (Pl. D 2), one of the few old buildings of Lille (14–15th cent.; remodelled in 1872), which was damaged in the bombardment; it contains some interesting paintings. From the W. end of the church the Rue de Paris leads to the *Place du Théâtre* (Pl. D 2), with (l.) the rear façade of the Bourse (see below) and (r.) the NOUVEAU THÉÂTRE (p. 34) and the new *Bourse de Commerce*.

In the centre of the **Grande-Place** (Pl. D 2) is a column commemorating the defence of Lille in 1792 (p. 34). The **Old Bourse** (r.) is a late but good example of the Flemish Renaissance, by Julien Destré (1652), richly decorated but somewhat spoiled by the row of shops on the ground-floor. In the courtyard is a bronze statue of Napoleon by Lemaire (1854). The Grande-Place was a ceremonial parade-ground favoured by the Kaiser. At the S. angle of the Place is the *Grand' Garde* (1717), now a military office, with an elaborately ornamented façade. Thence the short Place de Rihour leads S. to the ruins of the **Hôtel de Ville** (1847–59; Pl. D 2), gutted on April 24–25th, 1916, at the time of the deportations; on its N.E. face is a memorial of the Lillois who perished in the War. Adjoining it at the back is the *Palais de Rihour*, a fragment of the 15th cent. residence of Philip the Good. Straight in front is the large *Military Hospital*, adjoined on the W. by the church of *St-Étienne* (Pl. C 3), built for the Jesuits in 1696.

To the N. of the Grande-Place lie the churches of *Notre-Dame de la Treille* (Pl. D 1), the cathedral since 1913 (p. 33), begun in 1855 from the designs of the English architects Clutton and Burges and continued by Charles Leroy and Arthur Martin (only the crypt, apse-chapel, and choir as far as the triforium completed); *Ste-Catherine* (Pl. C 2; 1538), containing Rubens's *Martyrdom of Ste-Catherine (c. 1622); *St-André* (Pl. C 1; 1702), in the fashionable Rue Royale; and the *Madeleine* (Pl. D 1; 1675), with some interesting paintings. The 15th cent. *Hospice Comtesse* (Pl. D 1), in the picturesque Rue de la Monnaie (with several wrecked houses), is likewise worth a visit. Outside the old *Porte de Roubaix* (Pl. E 2; 1621) was another bridge blown up in 1918.

The broad Boulevard de la Liberté (Pl. C 2, D 4) divides the old town from the modern quarter. In it, and facing each other across the PLACE DE LA RÉPUBLIQUE (Pl. C 3, D 4), are the handsome Préfecture of the Nord department and the ***Palais des Beaux-Arts** (Pl. D 3, 4), the most notable museum in provincial France (open free daily exc. Mon. 10–4 or 5, Sat. 10–2; no catalogue, but each room in the picture gallery has a plan of the pictures therein). In addition to interesting collections of sculpture, antiquities, and mediæval

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art (including the celebrated Wax Head of a girl), and the important *Musée Wicar* of Italian and other drawings, the Palais contains a *PICTURE GALLERY in which the Flemish and Dutch schools hold the first place, though French, Spanish, and Italian masters are likewise well represented.

Ground Floor. SCULPTURE GALLERY: *A. Chaudet*, bust of Napoleon; *David d'Angers*, bas-relief; *Fremiet*, Knight Errant, Man of the Stone Age with a bear; *Crauk*, The Graces and Cupid; *A. d'Houdain*, Vintage; *Fagel*, Burden of Life; *Laoust*, Capture; *Thivier*, Fountain of Youth; *Cordonnier*, Salome. Adjoining is a small gallery of antiquities.—ARCHÆOLOGICAL MUSEUM: *Censer of Lille (c. 1120), the work of *Renier de Huy*; numerous altarpieces, woodcarvings, and works of art of the Flemish Renaissance (antependia, etc.); furniture of the 16–18th cent.; tapestries; 17–18th cent. bookbindings; 18th cent. microscope.—CITY MUSEUM: History of Lille.—NUMISMATIC MUSEUM: *Flemish coins.—CERAMIC MUSEUM: important collection of faïence.—ETHNOGRAPHIC MUSEUM: Asiatic ivories.

First Floor: **Picture Gallery.** ROOM 12 (approached by the right-hand staircase), 'PAVILLON BRASSEUR': Modern Paintings.—ROOM 13, PRIMITIVES: *Ghirlandaio*, Virgin with eglantine; *Dierick Bouts*, The symbolic fountain; *Christus*, Philip the Good; *J. Bellegambe*, The mystic winepress (triptych from the abbey of Anchin); *Botticelli*, Virgin and Child; *Lorenzo Costa*, Virgin and Child; *Crivelli*, Virgin and Child; *14th cent. School*, Altarpiece; *Van Orley*, Adoration of the Magi; *P. Brueghel*, Payment of rent; *J. Gossaert*, Virgin and Child; *Gerard David*, Triptych.—Room 1, MUSÉE WICAR (adjoining the Primitives): Drawings by *Michael Angelo*, *Leonardo da Vinci*, *A. del Sarto*, *Correggio*, *Fra Bartolomeo*, *Giotto*, **Raphael*, *Tintoretto*, *Cranach*, *Rembrandt*, *Dürer*, etc.; these are arranged according to their schools, in chronological order. In the middle is the exquisite **Wax Head of a Girl, the chief treasure of the collection, perhaps of the school of Leonardo da Vinci, though some critics have regarded it as an antique and others ascribe it to the age of Raphael. The tinting is considered to be of later date than the original work, and the terracotta drapery is of the 18th century.—Room 2, 'PAVILLON PEUCELLE': Modern Paintings.—Room 3, ITALIAN AND SPANISH SCHOOLS: **Goya*, Old women; *Andrea del Sarto*, Virgin, St. John, and angels; *Piazzetta*, *Assumption (sent to Germany in 1915 on the ground that it had formed part of the indemnity exacted by Napoleon); *Paolo Veronese*, Martyrdom of St. George (a half size copy of the famous painting in San Giorgio at Verona); *Tiepolo*, Donor at the feet of St. Augustine; *Guido Reni*, St. Sebastian; *Leandro da Ponte*, Portrait; *Tintoretto*, Portrait; *Ribera*, St. Jerome.—Room 4, 'RUBENS.' *Rubens*, Providence, Abundance, Descent from the Cross, St. Francis and

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the Virgin, Death of the Magdalen, etc.; *Jordaens*, Jupiter and Europa, Prodigal son, etc.; *A. van Dyck*, Crucifixion; *Crayer*, Martyrs buried alive.—Room 5, FLEMISH SCHOOL: *Teniers the Younger*, Temptation of St. Anthony; *Jordaens*, Christ and the Pharisees; *H. Van Eyck*, Man on horseback; *P. Ykens*, St. Teresa; *Seghers*, St. Jerome, *Tilborgh the Elder*, Village Fête; *David de Comines*, Fruit; *Cornelis de Vos*, Portrait of a man; *After Van Dyck*, Virgin; *Van Oost the Younger*, Portrait; *Van Dyck*, Marie de Médicis, Crucifixion; *Bart. Flémalle*, Scene in the life of St. Lambert; *Jordaens*, Isaac blessing Jacob.—Room 6, FLEMISH SCHOOL: *Janssens*, Party; *Boeyermans*, Ecstasy of St. Rosalia; *N. Neuchâtel*, Portrait; *Van Oost the Elder*, Foundation of the Carmelites; *G. de Crayer*, *Miraculous Draught of Fishes; *Momper the Younger*, View of the Alps; *P. Snayers*, Camp; *Zegers*, Mary Magdalen.—Room 7, DUTCH SCHOOL: *Honthorst*, Triumph of Silenus, Portrait of a woman; *Frans Hals*, Portrait; *Ruysdael*, Landscapes; *G. de Witte*, River scene; *J. G. Cuyp*, Family; *W. Knyff*, Landscape; *A. de Vries*, Portrait; *Bart. van der Helst*, Portraits; *C. van de Voort*, Portrait; *Koning de Koninck*, Portrait; *I. van Ostade*, Winter Scene; *Geest*, Jean-Maurice de Nassau; *Vaillant*, Portraits; *Van Ravestein*, Portraits; *A. van der Dorl*, Melchisedech blessing Abraham.—Room 8, OLD FRENCH SCHOOL: *Largillière*, Jean Forest; *Wamps*, Judgment of Solomon; *L. Watteau*, Battle scenes; *Fragonard*, several examples; *J. B. Monnoyer*, Flowers; *Anon.*, Portrait of a woman seated; *Greuze*, Psyche crowning Eros; *A. Riche*, Harpist; *Boilly*, *Portraits.—Room 9, 'DAVID ET 1830': *David*, Belisarius begging alms; *Jules André*, Landscape; *Sir David Wilkie*, Portrait of the Earl of Kellie; *H. Serrin*, Castor and Pollux leading their sister to Menelaus; **Flandrin*, Scene at Tripoli in Syria; *E. Liénard*, Portrait; *Troyon*, Forest; *Lawrence*, General Cuppage; *Bertin*, Landscape; *Paul Huet*, Landscape; *Constable*, Landscape.—Room 10, 'DELACROIX': *J. F. Millet*, Interment of a Vestal; *Delacroix*, Medea; *Daubigny*, Landscape; *L. O. Merson*, Wolf of Agubbio; *G. Courbet*, Scene at Ornans; *J. B. Corot*, *Antique fête, and two others; *J. Breton*, *Erecting a Calvary.—Room 11, 'CAROLUS DURAN': *Grau*, The Deûle; *de Lalaing*, Prisoners of war; *Ziem*, View of Venice; *Harpignies*, View of the Meurthe, and others; *Demont-Breton*, Tortured; *Carolus Duran*, Portraits.

From the Place de la République the Rue Nicolas-Leblanc leads S. to the Place Philippe-le-Bon (Pl. D 4), in which is a monument to Pasteur. The S. side of the square is occupied by the Church of *St-Michel*; on the E. side stands the **University**, the second largest in France. Scattered buildings to the E. are occupied by the various faculties and institutes; the *Faculté des Sciences*, in the Rue de Bruxelles, has valuable

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geological and mineralogical collections (open on Sun. and Thurs., 10–4).—At the end of the Rue de Paris rises the *Porte de Paris* (Pl. E 4), a triumphal arch erected in 1682 at what was then the S. end of the town to commemorate the capture of Lille by Louis XIV.—Close by, in the Square Ruault, is the new *Hôtel de Ville* (Pl. E 4).

From the Place Philippe-le-Bon the Rue Solférino leads past the church of the *Sacré-Cœur* (Pl. B 3), built by subscription after the war of 1870, and the *Palais Rameau* (Pl. B 3; 1878), used for concerts and exhibitions, to the Boulevard Vauban, in which, a short distance to the left, is the *Université Libre* (Pl. A, B 3). Thence we cross the *Jardin Vauban* to visit the **Citadel** (Pl. A, B 1), enclosed by branches of the Deûle (bridges blown up). This pentagonal fortress, the work of Vauban, still preserves its 17th cent. aspect (adm. by authority of the commandant). During the War the civilian hostages of Lille spent their nights here, and several French 'spies' were shot in the moat.

In the Boul. de Lille-Roubaix-Tourcoing (Pl. E 1), at the outskirts of Lille, is a statue of *Louise de Bettignies*, by Maxime Real del Sarte (1927).

The battlefields of Armentières ('Plug Street Wood,' etc.), of Neuve-Chapelle, and of Loos and La Bassée, may be visited conveniently from Lille (see pp. 29, 53, 67).

From Lille to Tournai (Brussels), 16 m. (26 km.), railway in 1 hr. (c. 17 fr. 90, 12 fr. 20, 7 fr. 40 c.); to *Brussels*, 74 m. (119 km.) in 2¼–3 hrs. (c. 42 fr. 30, 29 fr. 25, 17 fr. 20 c.).—2½ m. *Hellemmes*, an industrial suburb.—5 m. *Ascq*, junction for Tourcoing (see below) and Somain (p. 74).—8 m. *Baisieux* (French customs).—11 m. *Blandain* (Belgian customs).—16 m. (26 km.) **Tournai** (*Grand-Hôtel de la Cathédrale*; *Bellevue*, etc.), with its famous cathedral, and thence to Brussels, see the *Blue Guide to Belgium*.

From Lille to Courtrai (Ghent), 19¼ m. (31 km.), railway in 1¼ hr.; to *Ghent*, 47¼ m. (76 km.) in 2¼–5 hrs. (c. 29 fr. 80, 20 fr. 50, 12 fr. 30 c.). The railway passes several industrial suburbs.—5 m. (8 km.) *Croix-Wasquehal*. *Croix* (19,278 inhab.), in a densely populated region, boasts the tallest factory-chimney in France (344 ft.).—6¼ m. **Roubaix** (*Grand-Hôtel*; *de la Bourse*; *du Centre*; *du Cygne*, etc.), an important manufacturing centre (115,441 inhab.), is mainly engaged in wool combing and spinning. The chief public buildings are the *École Nationale des Arts Industriels* (collections of paintings, sculptures, textiles, etc.), the handsome *Hôtel de Ville* (1911), and the 15th cent. church of *St-Martin* (rebuilt in 1849). The Germans pillaged the factories and blew up the station before their departure.—8 m. **Tourcoing** (French customs; *Grand-Hôtel*; *Buffet-Hôtel Terminus*; *de Flandre*; *des Voyageurs*), another important wool-manufacturing town (80,678 inhab.), noted also for its carpets, lies close to the Belgian frontier. The *Hôtel de Ville* contains a picture-gallery and a library, and in the *Palais du Commerce* is a museum of commerce. The handsome church of *St-Christophe* was rebuilt in 1862 in the 15th cent. style. Branch-railways connect Tourcoing with (8 m.) *Menin* (for Ypres) and with (8¾ m.) *Ascq* (see above) viâ (6¼ m.) *Lannoy*.

We cross the frontier, and join a line from Tournai before reaching (11¼ m., 18 km.) *Mouscron* (pron. 'Moucron'; Belgian customs; buffet).—19¼ m. (31 km.) **Courtrai** (*Hôt. du Damier*; *Royal*), and thence to Ghent, see the *Blue Guide to Belgium*.

From Lille to Ypres, 22¼ m. (36 km.), railway in 2 hrs. (change at Comines).—We diverge to the right from the Calais line at (3¾ m.) *La Madeleine* (p. 30).—8¾ m. *Quesnoy-sur-Deûle*, with a tramway to Lille.—13 m. (21 km.) **Comines** (10,746 inhab.), Flem. *Comen*, birthplace of Philippe de Comines, the historian (c. 1445–1511), is a red-brick industrial town, on both banks of the Lys, here the frontier between France and Belgium. Branch-railway to (10 m.) *Armentières* (p. 29). From Comines to Ypres, and for (22¼ m.; 36 km.) *Ypres*, see the *Blue Guide to Belgium*.

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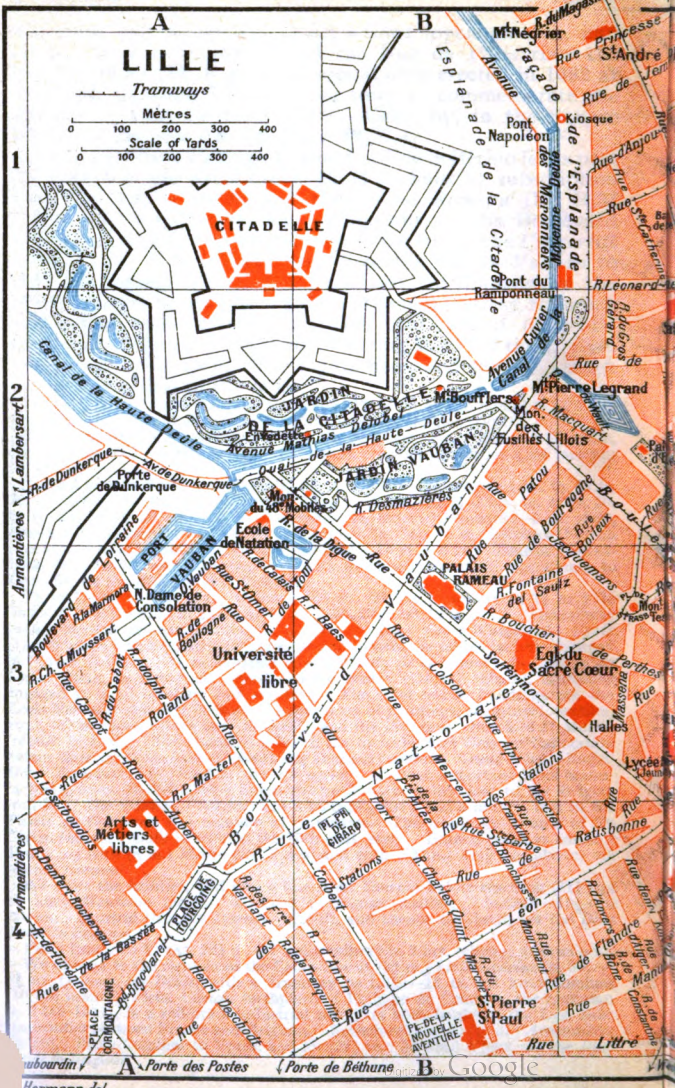

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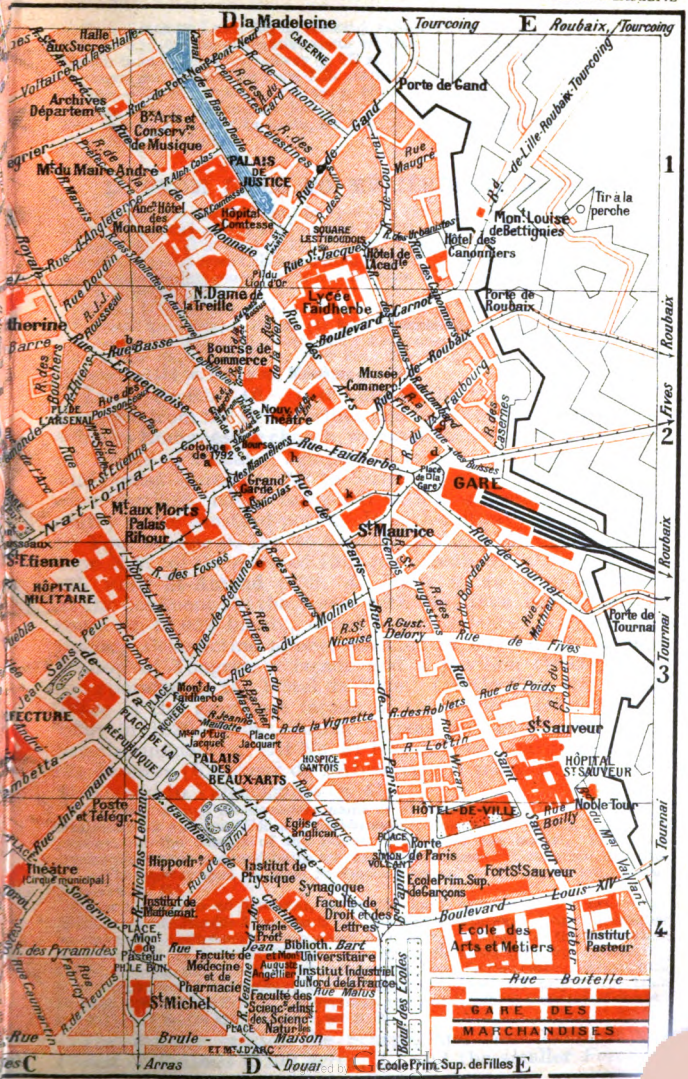
D la Madeleine
Tourcoing
E
Roubaix, Tourcoing
Halle aux Sucres
Halle aux Draps
Archives Départem.ales
B.ts Arts et Conserv.ie de Musique
M.on du Maire André
Vieux Hôtel des Monnaies
PALAIS DE JUSTICE
Hôpital Comtesse
Pl.du Lion d'Or
N.Dame de la Treille
Bourse de Commerce
Nouv.x Théâtre
Colonne de 1792
Grand' Garde
Vieux Marché aux Poissons
Vieux Marché aux Chevaux
Rue Esquermoise
Rue Basse
Rue Neuve
Rue Faidherbe
Rue de Paris
Rue de Tournai
M.t aux Morts
Palais Rihour
St Maurice
St Etienne
HÔPITAL MILITAIRE
Porte de Gand
Porte de Roubaix
Porte de Tournai
Porte de Fives
Tir à la perche
Mon.t Louise de Bettignies
Hôtel des Canonniers
Lycée Faidherbe
Musée Commercial
Musée des Beaux Arts
GARE
St Sauvageon
St Sauveur
HÔPITAL St SAUVEUR
HÔTEL-DE-VILLE
Noble Tour
Porte St Sauveur
Fort St Sauveur
Ecole Prim. Sup. de Garçons
Ecole des Arts et Métiers
Institut Pasteur
Boulevard Louis XIV
Rue Boitelle
GARE DES MARCHANDISES
Ecole Prim. Sup. de Filles
Rue de Lille-Roubaix-Tourcoing
Rue Maugré
Rue de Gand
Rue de Fives
Rue de Roubaix
Rue de Tournai
Rue de Valenciennes
Rue de Douai
Rue d'Arras
Rue de la Barre
Rue de la Monnaie
Rue de la Vieille Poterne
Rue des Fossés
Rue de Bethune
Rue d'Amiens
Rue du Molinel
Rue Nicaise
Rue Gust. Delory
Rue des Augustins
Rue Masurel
Rue de Poids
Rue des Robleds
Rue de la Vignette
Rue Jean Sans Peur
Rue Inkermann
Rue Nicolas Leblanc
Rue Solferino
Rue des Pyramides
Rue Gauthier de Châtillon
Rue Jacquemart Giélée
Rue Négrier
Rue Royale
Rue d'Angleterre
Rue Doudin
Rue Pierre Mauroy
Rue Voltaire
Rue Sainte Catherine
Rue Barre
Rue des Bouchers
Rue de la Chaussée
Rue de la Vieille Comédie
Rue de la Grande Chaussée
Rue de la Vieille Poissonnerie
Rue de la Vieille Draperie
Rue de la Vieille Boucherie
Rue de la Vieille Halle aux Blés
Rue de la Vieille Halle aux Draps
Rue de la Vieille Halle aux Sucres
Rue de la Vieille Poterne
Rue de la Vieille Coméd

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FROM LILLE TO LENS, 23½ m. (38 km.), railway in 1¼–2 hrs. (17 fr. 10, 11 fr. 55, 7 fr. 55 c.); for the alternative route viâ Ostricourt, see p. 64. We diverge to the left from the Béthune railway (p. 67) at (12 m.) *Don-Sainghin*, where we change carriages, and traverse the Lens–Lille coalfield, viâ *Bauvin*, *Meurchin*, and *Pont-à-Vendin*.—23½ m. (38 km.) *Lens*, see p. 52.

From Lille to *Amiens*, see Rte. 15; to *Calais*, see Rte. 9A; to *Dunkirk*, see Rte. 9B; to *Mézières-Charleville*, see Rte. 11; to *Tournai* and *Brussels*, see the *Blue Guide to Belgium*.

11. FROM LILLE TO MÉZIÈRES-CHARLEVILLE

RAILWAY, 113 m. (182 km.) in 2½–6 hrs. (82 fr., 55 fr. 35, 36 fr. 10 c.); to *Valenciennes*, 29¾ m. (48 km.) in ¾–1¼ hr. (21 fr. 60, 14 fr. 60, 9 fr. 50 c.); to *Hirson*, 76½ m. (123 km.) in 1¾–4 hrs. (55 fr. 40, 37 fr. 40, 24 fr. 40 c.).—The through expresses from Calais and from Dunkirk (see Rte. 9) to Metz, Strasbourg, and Basle take this route, which was the main German lateral communication in the War of 1914–18.

ROAD, 111¾ m. (180 km.).—13¾ m. (22 km.) *Mouchin*.—22¼ m. (36 km.) *St-Amand* (see below).—30¼ m. (49 km.) **Valenciennes** (p. 40).—40¼ m. (65 km.) *Le Quesnoy* (p. 44).—50¼ m. (81 km.) *Landrecies* (p. 104).—69¼ m. (112 km.) *La Capelle* (p. 88).—78¼ m. (126 km.) **Hirson** (p. 44).—93¾ m. (151 km.) *Maubert*.—111¾ m. (180 km.) **Mézières** (p. 135).

Lille, see Rte. 10. Just outside the town we diverge to the right from the Brussels line, and beyond (9¼ m.) *Templeuve*, with its Romanesque church, we enter the fertile irrigated plain of *Pévèle* (Pabula). Templeuve is the junction of a line viâ Pont-à-Marcq (p. 75) to *Seclin* (9¼ m.).—14¼ m. *Orchies*, once fortified, has a town-hall with a graceful Renaissance belfry ('the mustard-pot'). Branch-railways to Douai and to Tournai, see p. 75; to Somain, p. 75.—18¾ m. *Rosult* lies 1 m. N.W. of the restored 15th cent. castle of *Leloire*.—21¾ m. (35 km.) **St-Amand** (*Hôt. de Paris et du Mouton-Blanc*), at the confluence of the *Scarpe* with the *Elnon*, is an industrial town of 11,029 inhab., noted for its faïence. Of the once famous Benedictine abbey, founded in 647 by St. Amand, Bishop of Tongres, a façade and a pavilion (1632–33) are incorporated in the Hôtel de Ville. Overlooking the Grand' Place is the grandiose façade of the former *Abbey Church*, built in 1630–40 by Nicolas Dubois and exhibiting strong Spanish influences. At No. 31 Rue de Tournai is the *House of the Receiver* (Receveur de l'Abbaye). A tramway runs from St-Amand to Valenciennes (p. 41).

The town derives its secondary name of *St-Amand-les-Eaux* from a thermal establishment and spa (*Hôt. de l'Établissement*; season May–Sept.), 3 m. E. by railway, on the borders of the Forest of Raismes (see below). The warm sulphurous waters and mud-baths are employed in cases of rheumatism, arthritis, etc.—The railway goes on from *St-Amand-Thermal* to (15 m., 24 km.) *Blanc-Misseron* (p. 42).

FROM ST-AMAND TO TOURNAI, 16 m. (26 km.), railway in c. 2 hrs.—2 m. *Lecelles*.—5 m. *Maulde-Mortagne* is the last French station. Near the frontier we traverse the entrenched camp where, in 1793, the delegates of the Convention were arrested by order of Dumouriez.—7½ m. *Blétharies* (Belgian customs).—11¾ m. *Antoing*, junction for Mons and Tournai, has a Gothic castle. About 1 m. E. is the battlefield of *Fontenoy*, where Marshal Saxe, with the help of the Irish Brigade, defeated the British, Hanoverians, and Dutch in 1745 (monument erected in 1907).—16 m. (26 km.) *Tournai*, see p. 38.

The railway crosses the Scarpe, and runs between the *Forest of Raismes* (3200 acres; l.) and the smaller *Forest of*

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Vicoigne (r.). These wooded expanses, which covered the British left at Mons in Aug. 1914, were among the final obstacles overcome in the Allied advance four years later. We cross the Scheldt before entering Valenciennes from the N.

29¾ m. (48 km.) **VALENCIENNES** (38,095 inhab.), an old town with modern industries, is situated on the *Scheldt* at its confluence with the *Rhônelle*. The manufacture of 'Valenciennes lace,' begun at the close of the 16th cent., died out at the beginning of the 19th, but its place was taken by an important iron and steel industry, fostered by the neighbouring coalfields. Valenciennes is also the great market for the beet-sugar industry of N. France.

Hotels, *Nouvel-Hôtel (Pl. e; A 2), Place de la Gare, R. 10–35 fr., L. or D. 12 fr.; Grand-Hôt. du Commerce (Pl. a; B 2), Place des Ilots, R. 10–20 fr., L. 18, D. 20 fr.; Verdonck, R. 12–30 fr., L. or D. 12 fr.; Buffet-Hôtel, R. 10–25 fr., L. or D. 10 fr.; de Flandre (Pl. b; B 3), 2 Rue de la Halle, R. from 10 fr.; St-Jacques (Pl. c; B 2), Place St-Jean, R. 8–12 fr., L. or D. 8 fr.; des Voyageurs (Pl. d; B 2), 3 Rue St-Jacques; Terminus; des Ardennes.

Post Office (Pl. B 2), 40 Rue St-Géry.—Banks, *Société Générale*, 20 Rue du Quesnoy; *Crédit Lyonnais*, 47 Rue de Paris.

History. Valenciennes, named, no doubt, after one of the three Roman emperors called Valentinian, was in the 15th cent. the capital of a small principality, afterwards absorbed in the countship of Hainault. It was several times taken and retaken in the wars of the 16th–17th cent., finally surrendering to Louis XIV in 1677. In 1793 it offered a heroic resistance to the Anglo-Austrian army. Valenciennes was abandoned during the retreat from Mons in 1914 and became the H.Q. of the German lines of communication. Immense injury was done to the industrial establishments during the four years of occupation by the Germans, who blew up the station just before the recapture of the town by the Canadians on Nov. 1st, 1918. Among famous natives of Valenciennes were Baldwin, Count of Flanders and Emperor of Constantinople (1171–1206), the Emperor Henry VII of Germany (1272–1313), the chronicler Froissart (1337–1410), the sculptors A. Beauneveu (fl. 1360–1403), Carpeaux (1827–75), Hiolle (1834–86), and Crauk (1827–1903), the painters Antoine Watteau (1684–1721) and his less famous brothers, J. B. Pater (1695–1736), Abel de Pujol (1785–1861), and Henri Harpignies (1819–1916).

At the end of the boulevard leading S. from the railway station (Pl. A 2; rebuilt) is a statue of Carpeaux (r.), and thence the Rue Ferrand, passing the large building shared by the *École des Beaux-Arts*, the *Lycée*, and the *Public Library* (Pl. A 2), and the busy Rue de Paris run E. to the Place d'Armes. The library (open 9–12 & 4–7; closed during summer holidays) contains many ancient MSS., including 'La Cantilène de Ste-Eulalie' and the 'Homélie de Jonas' (10th cent.), the earliest memorials of the French language after the Strasbourg oaths (p. 221), and the 'Rhythmus Teutonicus,' a very early German work. The square at the beginning of the Rue de Paris is embellished with a fine statue of Antoine Watteau, surrounded by characters from the Italian comedy; Watteau's statue is by Carpeaux, the rest by Hiolle. The church of *St-Géry* (Pl. B 3) in this square contains 13th cent. arches in the nave and finely carved choir-stalls (life of St. Norbert). Watteau was born at No. 39 Rue de Paris. Beyond the Marché aux Herbes, where

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many of the tramways start, we enter the PLACE D'ARMES (Pl. B 3), or *Grand' Place*, a spacious rectangle with the Hôtel de Ville and the *Theatre* on the W. side, and several 18th cent. mansions on N.E. side. The ***Hôtel de Ville** (Pl. B 3), a striking building in the Flemish Renaissance style, dates from 1612. The façade was rebuilt in the original style in 1867–68; in the central pediment appears Valenciennes defending her ramparts in 1793 (by Carpeaux), and the clock is flanked by figures of the Scheldt and the Rhônelle.

The Rue du Quesnoy, beginning to the N. of the Hôtel de Ville, leads S.W., passing near the modern church of *Notre-Dame du Saint-Cordon* (Pl. B, C 3), to the pleasant *Jardin de la Rhônelle* (Pl. C 3, 4). On the other side of the Boulevard Carpeaux is the *Square de la Dodenne*, named from a 13–15th cent. tower surmounting an old water-gate (dignified war memorial close by). Hence the broad Boulevard Watteau leads N. to the Musée (see below).

The Rue de la Viéwarde, diverging from the Rue St-Géry, N. of the Place d'Armes, leads E. to the Place Verte and the Boulevard Watteau, in which is the ***Musée** (Pl. C 2, 3; 1908), containing representative collections of paintings of the French and Flemish schools, sculptures by Carpeaux, and a notable tapestry (open daily except Mon. 10–12 and 2–4 or 5; 2 fr.; free on Sun; catalogue 3½ fr.).

The entrance-hall contains sculptures (note examples by *Desruelles*). For the picture-gallery we turn to the right.—FLEMISH SCHOOL (15–17th cent.): *Pourbus*, *Portrait of Princess Dorothea of Croy; *M. de Vos*, Adoration of the Magi, Circumcision; *Quellyn and Utrecht*, Jesus at the house of Martha and Mary; *G. de Crayer*, *Our Lady of the Rosary; *A. van Dyck*, *Martyrdom of St. James; *Unknown*, *Adoration of the Magi (triptych); *Rubens*, *Triptych, Martyrdom of St. Stephen (note Annunciation painted on back of the wings), Descent from the Cross; *Janssens*, Crucifixion; *Tapestry woven at Valenciennes, representing a 15th cent. tournament; this masterpiece is particularly well preserved.—ITALIAN SCHOOL: *Tintoretto*, Entombment.—CARPEAUX COLLECTION of sculptures and sketches, in three rooms.—MODERN FRENCH SCHOOL: *Harpignies*, Landscapes; *Henner*, St. Jerome.—FRENCH SCHOOL (19th cent.): *Charlet*, Ravine; *A. de Pujol*, Cask of the Danaïds, and several others.—FRENCH SCHOOL (18th cent.): *Pater*, *Scenes of gallantry; *A. Watteau*, *Portrait of A. Pater, Landscape with figures (the only works of Antoine Watteau in the collection); several paintings by *Louis Watteau*; *H. Rigaud*, Portrait of a man; *O. Lemay*, Seascape. —Two small rooms contain water-colours and sketches.

At the corner of the Place Verte and Rue des Capucins is the small *Musée Gustave-Crauk* (Pl. C 2; adm. daily 10–12 & 2–4), with works and collections (chiefly sculptures by Crauk; note also fan by Boucher) bequeathed to the town by Crauk, who designed also the Monument of the Defence of 1793 in the Place. The Rue des Capucins leads to the *Jardin Froissart* (Pl. B, C 2), in which is a statue (by H. Lemaire; 1856) of the famous chronicler, "natif de la bonne et franke ville de Valenciennes." Ten bronze medallions in the adjoining porticus represent other famous natives of the town. The Rue de Géry leads back to the Place d'Armes.

The immediate environs of Valenciennes are uninteresting; but a tramway runs through the pleasant Forest of Raismes to (8 m.) *St-Amand*.

Condé-sur-l'Escaut (*Hôt. du Grand-Cerf; du Chevreuil*), 8 m. N.E. of Valenciennes by tramway, or 9 m. by rail viâ Anzin (p. 75), a frontier town of 2921 inhab., at the junction of the Mons canal with the Scheldt, gave its name to a famous branch of the Bourbon family, whose castle is now a museum. The British left (Smith-Dorrien) rested here at the opening of the battle of Mons.

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Aug. 23rd, 1914, the line of the canal being held as far as that town, 16 m. E. For further details, see the *Blue Guide to Belgium*.—Another tramway goes on from Condé, past the 18th cent. *Château de l'Ermitage*, built by the Duc de Croy, to (3¾ m.) the frontier-village of *Bon-Secours*.

The battlefields of the *Selle*, the *Écaillon*, the *Aunelle*, and the *Rhônelle* (Oct.–Nov. 1918), a few miles S. and S.E. of Valenciennes, may be reached either by the main railway to Hirson or by the branches to Le Cateau and Maubeuge.

FROM VALENCIENNES TO LE CATEAU, 24 m. (39 km.), railway in 2 hrs. (17 fr. 55, 11 fr. 85, 7 fr. 75 c.).—At (4½ m.) *Prouvy-Thiant* we diverge from the Cambrai line, and afterwards cross a ridge between the valleys of the Selle and the Écaillon (British battlefields, Oct. 1918).—9½ m. *Haspres* is connected by light railway (suspended) with (4¼ m.) *Vendegies* and (13 m.) *Solesmes* (see below).—11½ m. *Saulzoir*.—16 m. (26 km.) **Solesmes** (*Hôt. de la Hure*), a linen-manufacturing town (5413 inhab.) with a huge parish church (1780) and ruins of a Gothic cloister, was contested during the British retreat from Mons and retaken four years later (Oct. 20th, 1918). Railway to *Cambrai* and to *Maubeuge*, see p. 103; light railways to (4½ m.) *Quiévy*, to (12½ m.) *Landrecies* (p. 104), and to *Haspres* (see above).—18¾ m. *Neuvilly*, with textile factories and a branch-line to Avesnes (p. 44), was the scene of a German stand in Oct. 1918.—24 m. (39 km.) *Le Cateau* (p. 103).

FROM VALENCIENNES TO MAUBEUGE, 23½ m. (38 km.), railway in 1½ hr. (17 fr. 10, 11 fr. 55, 7 fr. 55 c.).—We cross the Rhônelle.—3¾ m. *Saultain*.—5½ m. (9 km.) *Curgies* is the station for *Sebourg*, 2 m. N.E., with a 12–15th cent. church containing the tomb of St. Druon. The Aunelle here was successfully forced by British divisions on Nov. 5th, 1918.—6¾ m. *Jenlain*, a stage in the British retreat from Mons four years earlier.—8 m. *Wargnies-le-Grand*, close to the Belgian frontier.—14¼ m. (23 km.) **Bavai** (1741 inhab.; *Buffet*; *Hôt. des Messageries*), the *Bagacum* of the Romans, capital of the Nervii and second only to Rheims among the towns of N. Gaul, stands on a height at the intersection of seven (formerly eight) Roman roads. Totally destroyed in the 5th cent., Bavai was a fortress, often besieged in the Flemish wars, from the 13th cent. till 1654, when it was dismantled by Turenne. It now has few architectural features, but the Hôtel de Ville (1784) is surmounted by a 16th cent. belfry. In 1914 Bavai, 3 m. N. of the Mormal Forest (p. 44), was Sir John French's advanced headquarters at the opening of the battle of Mons, and a stage in the British retreat. On Nov. 7th, 1918, after the victories of the Selle and the Sambre, the Guards Div. re-entered the town. About 3 m. N.W. is *Bellignies*, with a château converted into a Red Cross hospital in 1914 by Princess Maria de Croy, who was condemned to death at the same time as Nurse Cavell, but was reprieved. Branch-railways to (23 m.) *Mons*, see the *Blue Guide to Belgium*; to (33 m.) *Cambrai*, see p. 103.—Beyond Bavai the line goes on viâ (18 m.) *La Longueville* to (23½ m., 38 km.) *Maubeuge* (p. 105).

FROM VALENCIENNES TO MONS, 21 m. (34 km.), railway in 1½–2 hrs.—3 m. *Onnaing*.—6½ m. *Blanc-Misseron* (French customs), just W. of the frontier, which is formed by the river Aunelle.—6¾ m. *Quiévrain* (Belgian customs), on the *Honnelle*, in whose valley the Germans made a final stand (against the British and Canadians) on Nov. 7–9th, 1918.—We traverse the *Borinage*, an important coal and iron district; on the left is the battlefield of Mons.—16¾ m. *Jemappes*, where Dumouriez defeated the Austrians in 1792, was the scene of a struggle for the canal crossing during the battle of Mons (monuments).—21 m. (34 km.) **Mons** (*Grand-Hôtel*; *de l'Espérance*; *du Phare*), the scene of the battle of Aug. 23rd, 1914, which led to the historic British retreat, see the *Blue Guide to Belgium*.

From Valenciennes to *Douai* and *Amiens*, see Rte. 16; to *Cambrai*, see p. 103.

Beyond Valenciennes the railway ascends a ridge between the valleys of the Écaillon (r.) and the Rhônelle (l.).—31¾ m. *Le Poirier*, with steel works.—33 m. *Maing-Famars*. At *Famars* (l.) are the curious remains of a Roman fortress (Fanum Martis), flanked by round towers. *Maing* (r.) has a 12–17th cent. church. The British capture of the railway here (Oct. 24th, 1918) rendered Valenciennes useless to the Germans.—35½ m. *Quérénaing* has a church of 1442.

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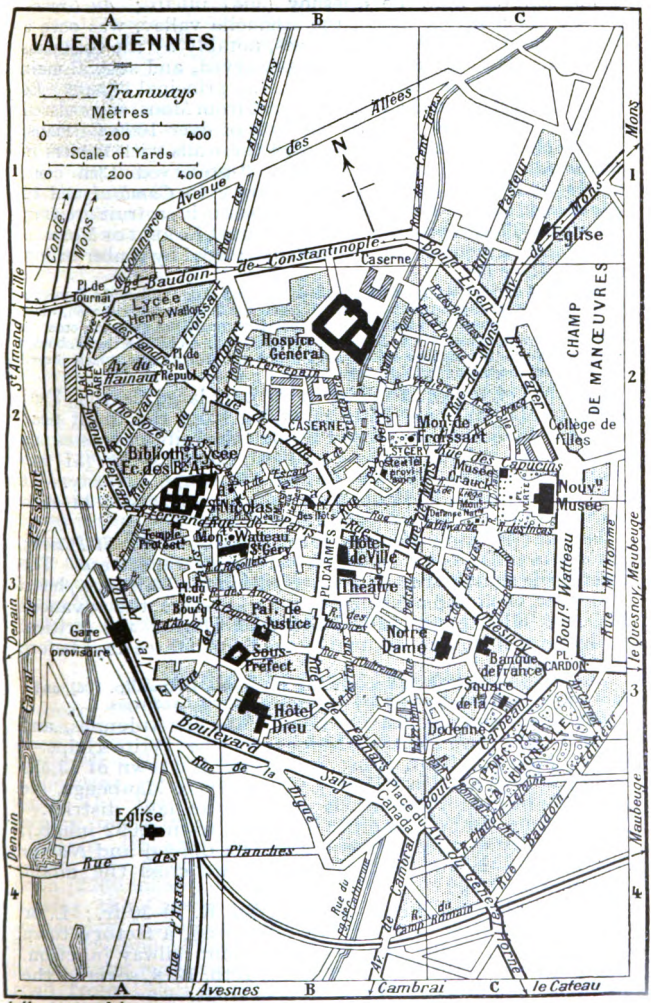
VALENCIENNES
Tramways
Mètres
0 200 400
Scale of Yards
0 200 400
A
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C
1
2
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4
N
Avenue des Alliés
Mons
Condé
Lille
St Amand
Denain
Canal de l'Escaut
Le Quesnoy, Maubeuge
Avesnes
Cambrai
le Cateau
Pl. de Tournai
Lycée Henry Wallon
Hôtel de Ville
Hôpital Général
Caserne
Eglise
Champ de Manœuvres
Collège de Filles
Musée
Nouv.u Musée
Théâtre
Pal. de Justice
Sous-Préfect.
Gare provisoire
Hôtel Dieu
Notre Dame
Banque de France
Square de la Rhonelle
Eglise
Rue des Planches
Place du Canada
Boulevard
Rue de la Sally
Rue de Mons
Rue de Famars
Rue de Cambrai
Rue Baudouin
Rue Froissart
Rue Watteau
Rue Nationale
Rue Askin
Rue Dampierre
Rue Ferrand
Rue Capucins
Rue Wiltrommé
Rue Rempart
Rue Tholozé
Rue Cardon
Rue Cuvelier
Rue Pasteur
Rue Parchet
Rue Rempart
Rue Tabac
Rue Cambrai
Rue Baudouin
Rue Tholozé

38½ m. (62 km.) **Le Quesnoy** (3047 inhab.; *du Grand-Paris*), on a height above the Rhônelle valley, was once a fortress and sustained many sieges, notably by the Austrians in 1793. The old ramparts are preserved, and several main roads meet in the Place d'Armes, the principal square. Le Quesnoy, a stage in the British retreat from Mons, surrendered on Nov. 5th, 1918, with its garrison of over 1000 Germans, to the New Zealanders, who scaled the walls with ladders in mediæval fashion. There is a well-preserved 13th cent. castle at *Potelle*, 1½ m. N.E.—Railway to *Cambrai* and to *Maubeuge*, see p. 103.—43½ m. *Jolimetz*, in a fruit-growing district.—The railway now enters the great FOREST OF MORMAL (38 sq. m.), a wooded expanse much depleted by timber-felling and artillery fire.

The forest divided the retreating British army on Aug. 25th, 1914, into two columns; the 1st Corps retiring on the E., and the 2nd Corps on the W., while the German vanguard executed a forced march through the glades in order to deliver their surprise attack at Landrecies (p. 104). In Oct. 1918 the W. border was reached in the advance of the British 3rd and 4th Armies, which cleared the forest of the enemy by Nov. 5th.

46½ m. *Locquignol*, a village in the only large clearing, 3 m. S.W. of the station.—After emerging from the forest near (49¾ m.) *Berlaimont* (Hôt. de l'Étoile), the railway crosses the picturesque valley of the canalized *Sambre*.—At (51 m.) *Aulnoye* we cross the Le Cateau-Maubeuge railway.—At (53½ m.) *Monceau-St-Vaast* are a ruined castle and a 14–16th cent. church.—56½ m. *St-Hilaire-sur-Helpe*.

58¼ m. (94 km.) **Avesnes** (5105 inhab.; *Hôt. St-Pierre*; *Hubert*, L. or D. 15 fr.), on the *Helpe*, was once a fortress. The interesting church of *St-Nicolas*, rebuilt in the 16th cent., has a 13th cent. choir and a fine bell-tower. Avesnes, the advanced H.Q. of Hindenburg and Ludendorff during the critical struggles of 1918, was captured by the British three days before the Armistice.

A branch-line runs from Avesnes to (12½ m.) *Solre-le-Château* (p. 106), and a light railway (suspended) to (29 m.) *Solesmes* (p. 42) viâ Landrecies.

We reach the wooded foothills of the E. Ardennes, and beyond (62¾ m.) *Sains-du-Nord* cross the Petite-Helpe.—68½ m. *Fourmies* (Hôt. Jean; de la Gare) is a town of 13,529 inhab. with a woollen industry. Railway to Maubeuge, see p. 106.—Beyond Fourmies is a miniature lake district.—71¼ m. *Anor* (Buffet), another industrial town (2092 inhab.), picturesquely situated, is the junction for *Chimay* and *Namur* (see below).—Before reaching Hirson we cross the infant stream of the *Oise*.

76¼ m. (123 km.) **Hirson** (*Buffet-Hôtel*, R. 10–30 fr.; L. or D. 13 fr.; *Hôt. de la Poste*; *du Commerce*), a factory town (11,119 inhab.) on the Oise, is an important railway junction. Its recapture by the French on Nov. 10th, 1918, severed the lateral communications of the German front.

FROM HIRSON TO DINANT (Namur), 55½ m. (89 km.), railway in 2¼ hrs.—We diverge to the right from the Valenciennes line at (5 m.) *Anor* (see above; French

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customs) and enter Belgium, traversing the picturesque W. Ardennes. Thence to (18 m.) *Chimay* and (55½ m.) *Dinant*, see the *Blue Guide to Belgium*.

An autocar plies to Rheims daily in 2¾ hrs.; and a branch-line connects Hirson with (24¾ m., 40 km.) *Guise* (p. 88).

From Hirson to *Amagne*, see p. 135; to *Busigny*, see p. 88; to *Laon* and *Paris*, see p. 116.

Beyond Hirson we skirt (l.) the Forest of St-Michel (20 sq. m.), which extends as far as the Belgian frontier.—78 m. *St-Michel-Sougland*, an ironworking town (5135 inhab.), on the *Gland*, has a 12–16th cent. church and the huge 18th cent. buildings of a former abbey (founded 944).—86¾ m. *Signy-le-Petit*.—We cross the watershed separating the basins of the Oise and the Meuse, and enter the valley of the *Sormonne*.—91¼ m. *Maubert-Fontaine* is prettily situated in a rich mineral district.—97¼ m. *Le Tremblois*.

From Le Tremblois to Rocroi, 7¼ m. (12 km.) light railway in ¾ hr.—5 m. *Bourg-Fidèle* (536 inhab.), founded by Antoine de Croy for Huguenots in 1566, was partly depopulated by the revocation of the Edict of Nantes.—7¼ m. **Rocroi** (1014 inhab.; *Hôt. du Commerce*; *du Palais-de-Justice*) is a small fortress perched on a high plateau (1300 ft.) some 2 m. S. of the Belgian frontier, and enclosed by Vauban's pentagonal ramparts. To the S.W. is the plain where, in 1643, Condé gained the greatest of his victories over the Spaniards. Rocroi fell to the Prussians in 1871 after a bombardment. In Aug. 1914 it supported the ill-fated French armies which fought on the Meuse, and in Nov. 1918 it was re-entered immediately before the Armistice.—The branch-line goes on to (2¼ m., 4 km. farther) *Petite-Chapelle*, on the frontier.

The slate quarries of (99¼ m.) *Rimogne* were worked for many centuries by the monks of Signy (p. 136).—103½ m. *Lonny* is the station for *Renwez*, 2½ m. N., a small town with an interesting 15th cent. church, and for *Montcornet*, 3½ m. N.E., with the massive ruins of a 15–16th cent. castle.—105½ m. *Tournes*, junction for Laon (see p. 115).—We enter the valley of the Meuse.

113 m. (182 km.) **Mézières-Charleville**, see p. 135.

12. FROM BOULOGNE TO ARRAS

Railway, 79¼ m. (128 km.) in 2¼–4¼ hrs. (57 fr. 65, 38 fr. 90, 25 fr. 35 c.).
Road, 66¼ m. (107 km.).—11 m. (18 km.) *Desvres* (p. 21).—32¼ m. (52 km.) *Fruges* (p. 17).—46 m. (74 km.) **St-Pol** (p. 46).—57¼ m. (92 km.) *Tincques* (p. 46).—66¼ m. (107 km.) **Arras** (p. 47).

Boulogne, see p. 18. Thence to (16¾ m., 27 km.) *Étaples*, see p. 21. We diverge from the main line and ascend the estuary, and afterwards the pleasant valley, of the *Canche*.

23½ m. (38 km.) **Montreuil-sur-Mer** (*Hôt. Belle-Vue*; *de France*; *du Renard-d'Or*; *de la Gare*) is a quaint old walled town (2769 inhab.) on the abrupt N. slope of a plateau overlooking the Canche. The name is derived from a small monastery (*monasteriolum*), founded in the 7th cent. by St. Saulve, bishop of Amiens. Montreuil once stood on the sea, as its name suggests, and it was a posting-stage on the high road from Calais to Paris. Readers of Sterne will recall the halt here in 'A Sentimental Journey.' The former abbey church of *St-Saulve* possesses a nave of the 12th, 13th, and

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16th cent., an admirably sculptured portal, and a valuable treasury. To the left of the church is a hospital (restored in 1860) which has been managed since its foundation (1200) by Augustinian nuns. The old **Ramparts*, converted into a tree-planted promenade, afford a fine view. The *Citadel*, at their W. extremity, is a barracks (no adm.). On the opposite bank of the river, ¾ m. N., is *Neuville-sous-Montreuil*, with a Carthusian monastery (now a sanatorium).

MONTREUIL DURING THE WAR. From March 1916 to April 1919 British G.H.Q. enjoyed what has been styled a 'remote centrality' at Montreuil, the commander-in-chief occupying the *Château de Beaurepaire*, 3½ m. S.E. The former *École Militaire* (removed to Tulle in 1924) was the central office.

FROM MONTREUIL TO AIRE, 47 m. (76 km.), light railway in 4–5 hrs. (27 fr. 90, 22 fr. 35, 16 fr. 75 c.). We cross the hills to the N. and descend into the valley of the *Aa*.—24¾ m. *Fruges*, see p. 17. About 3 m. S.E. of (34¾ m.) *Coyecques* is *Bomy*, which has a church dedicated to St. Fréwisse, the St. Frideswide of Oxford. —38¼ m. *Thérouanne*. To the N. is the site of the important episcopal town of *Thérouanne*, the Gallic *Taruenna*, utterly destroyed by Charles V in 1553. At *Enguinegatte* or *Guinegate*, 3 m. S., the French, in an endeavour to raise the siege of Thérouanne, were routed in 1513 by Henry VIII and Maximilian in the second *Battle of the Spurs*. The chevalier Bayard, captured in this battle, was set free without ransom by Henry VIII.—47 m. (76 km.) *Aire*, see p. 28.

From Montreuil to *Rang-du-Fliers-Verton*, see p. 21.

At (30½ m.) *Beaurainville* stands a ruined tower in which Harold of England, wrecked on the coast in 1064, was imprisoned by Guy of Ponthieu, until released on the intercession of William the Conqueror. We are now within the borders of Artois (p. 14).—37¼ m. (60 km.) *Hesdin* (3206 inhab.; Hôt. de France, R. 10–30 fr., L. or D. 15 fr.), a town founded by Charles V in 1554, has an interesting church (1563–85) and Hôtel de Ville (1629). The Abbé Prévost (1697–1763), author of 'Manon Lescaut,' was born at No. 11 Rue Daniel-Lereuil. Hesdin, in the British area from 1916 to 1918, was occupied by numerous H.Q. staffs. The splendid forest N. of the town covers 2500 acres.

The battlefields of *Agincourt* (p. 17), 8 m. N.E., and *Crécy* (p. 24), 11½ m. S.W., may be reached from Hesdin by good roads.

The railway now enters the winding valley of the *Ternoise*, passing (41 m.) *Auchy-lès-Hesdin*, with a 13–16th cent. abbey-church; (44¾ m.) *Blangy-sur-Ternoise*, 3½ m. S.E. of Agincourt (p. 17); (49 m.) *Anvin*, junction for Calais (p. 17); and (52¼ m.) *Wavrans*.

55¼ m. (89 km.) **St-Pol** (*Buffet*; *Hôt. de France*; *du Trocadéro*), an old market town (4628 inhab.), with a chequered history, developed importance as a railway junction during the War, and was, jointly with Calais (see p. 15), the final home in 1920–21 of the shrunken G.H.Q. of the British Troops in France and Flanders. It suffered a brief German occupation in 1914, and in 1918 was shelled at long range (20–25 m.).

From St-Pol to *Abbeville*, see p. 24; to *Amiens* and *Lille*, see Rte. 15B; to *Bully-Grenay*, see p. 54.

63 m. *Tincques*.—Near (65¼ m.) *Savy-Berlette* we enter the valley of the Scarpe.—At (67 m.) *Aubigny-en-Artois* we inter-

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sect the light railway from Frévent to Lens (p. 54).—70¾ m. *Mont-St-Eloi* (400 ft.), a hill 1½ m. N.E. of the station, commands a splendid view of the Lens–Arras battlefield. The Augustinian abbey, founded by St. Eloi in the 7th cent., is now in ruins, but the famous 17th cent. towers, though battered, are still standing. Passing (72¾ m.) *Marœuil* and (76½ m.) *Dainville* (l.), the railway enters Arras S. of the citadel.

79½ m. (128 km.) **ARRAS** (29,044 inhab.), on the right bank of the *Scarpe*, is the capital of the department of *Pas-de-Calais* and the seat of a bishop. Shattered by four years of bombardment at close range, Arras holds a place second only to that of Rheims among the 'martyred towns' of France. The former division between *Cité* and *Ville* (upper and lower town) has largely disappeared.

Hotels. De l'Univers (Pl. a; B 3), 3 Rue de la Croix-Rouge, R. 20–50 fr., L. 16, D. 18 fr.; Terminus, Place de la Gare (Pl. A 3, 4), R. 10–30 fr., L. or D. 18 fr.; Continental, near the station, R. 10–30 fr., L. 10, D. 12 fr.; Buffet-Hôtel, at the station; du Commerce (Pl. b; B 3), 27 Rue Gambetta; à la Ville de St-Omer, 99 Rue St-Aubert; Central, Place du Théâtre (Pl. B 3); de Strasbourg, 9 Boulevard de Strasbourg; Hostellerie à la Garde Dieu.

Restaurants at the hotels. Also, *Chopart, de la Paix*, Place du Théâtre (Pl. B 3).—Confectioners ('cœurs d'Arras'), 11 and 3 Rue St-Aubert.

Post Office (Pl. A 3), near the station and the S.E. end of the Rue Gambetta.—Banks. *Société Générale*, 19 Place du Théâtre; *Crédit Lyonnais*, 12 Rue Gambetta; *Comptoir d'Escompte*, 3 bis Rue Gambetta.—*Thos. Cook & Son*, 7 Rue Gambetta.

Autocars to (46 m.) *St-Quentin* (26 fr.), viâ Bapaume (9 fr.), Combles, and Péronne (17 fr.) twice daily, except Fri., in 2¾–3¼ hrs., and twice daily except Fri. to *Bapaume* in ¾ hr. viâ Croisilles (9 fr.).

Graves Enquiry Bureau, Place de la Gare (Head Office of the Imperial War Graves Commission in France and Belgium).

History. Arras, the *Nemetacum* of the Romans, was the ancient capital of the Atrebates, from whom, like the province of Artois, it derives its present name. Its famous bishopric, founded in the 6th cent. by St. Vaast (St. Vedast), was, until the 9th cent., frequently united with that of Cambrai. Peace was signed here between the Armagnacs and Burgundians in 1414, before the battle of Agincourt; a second Peace of Arras (1435) detached the Burgundians from their English alliance; and a third (1482) established a new N. frontier of France. After a century and a half of Spanish and Austrian domination, from the accession of Maximilian I in 1493, Arras was captured by the French in 1640. Its successful resistance in 1654 to a Spanish army under the Great Condé is still annually celebrated on the Sun. nearest Aug. 25th. The town was noted from a very early period for its cloth, and its now extinct manufacture of tapestry hangings ('arras') was especially flourishing in the 16th century. Among noted Arrageois are Maximilian Robespierre (1758–94; p. 50) and Joseph Lebon (1765–94), the latter of whom, once curé of Neuville-Vitasse (p. 51), introduced the Terror into the town.

Arras during the War. After a preliminary raid on Arras on Aug. 28–30th, 1914, the Germans entered the town in force on Sept. 15th, but retired before Gen. Maud'huy on Sept. 30th. Heavy fighting followed in the environs, but the French held the town firmly against a severe attack of Von Below. Arras, already much damaged, remained 1½ m. behind the Allied front line in a somewhat cramped salient, the trenches passing through Neuville-St-Vaast, 4 m. N., and Mercatel, 3 m. S. The front was, however, comparatively quiet, and many civilians remained in Arras, where the extensive cellars and quarry workings (called 'the Caves') were transformed into an underground city, lighted by electricity and accommodating 40,000 men. The French advance at Souchez in 1915 eased the pressure N. of Arras, which the following year was

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included in the British front. The first great aerial battle took place S.E. of Arras on Nov. 10th, 1916, when 70 machines were engaged, and 6 German planes (out of 40) were brought down.—For the battles of Arras, see p. 50.

The rebuilt railway station (Pl. A 4) stands S.E. of the town, facing the Place de la Gare, the meeting-point of the main boulevards with the roads leading to Douai and to Bapaume. Most of the houses here were either destroyed or greatly damaged by bombardment; and on the left is the scarred monument of 1870. We follow the Rue Gambetta, the first portion of the long but narrow main street which runs N.W. through the town, separating the 'Ville' (r.) from the former 'Cité' of the bishops of Arras, now largely a modern residential quarter (l.). Soon after passing (l.) the *Chapelle des Ursulines*, and before reaching the Place du Théâtre, we turn to the right along the Rue St-Géry, where entrances to the caves or 'boves' may be noted.

At the end of the street we reach successively the **Petite-Place** (Pl. B 3) and the **Grande Place** (Pl. B 4), once the pride of Arras, but now sadly shattered. The Petite-Place suffered the more severely. The early 16th cent. *Hôtel de Ville* on its N.W. side, one of the most beautiful in N. France, with a fine Gothic façade and a graceful belfry (1443–1554), was almost entirely destroyed, but is being rebuilt in the former style. Both squares were enclosed by picturesque Flemish houses of the late 17th cent., varying in size and design but uniform in style, with arcaded façades and gabled roofs and quaintly named from the little sculptured devices on their fronts (the 'Green Hat,' the 'Silver Sheep,' the 'Golden Comb,' the 'Whale,' etc.). These devices are doubtless reproductions from the earlier houses, probably of wood, that stood on this site. A few of the existing houses date from the 13–16th centuries. Hardly a house has escaped damage, and about a third of those in the Grande-Place have been destroyed, but are being rebuilt in the former style. No. 49 (13th cent.), No. 44 (earlier than 1684, the date it bears), and No. 9 (13th cent. façade) may be remarked. Some of the largest 'boves' wind beneath the Grande-Place.

In the Rue St-Nicolas, S. of the Grande-Place, is the church of *St-Jean-Baptiste* (Pl. B 3, 4), dating from 1565–84, the last of the older churches in Arras, which became in 1793 the Temple of Reason and the seat of Lebon's revolutionary tribunal. It is now a roofless ruin.

From the N.E. corner of the Grande-Place the Rue Sainte-Croix, the Place Sainte-Croix, and the Rue des Trois-Visages lead to the shattered *Cathedral* (Pl. C 3), built in the classic style (1755–1833) to succeed the old abbey church of St-Vaast. The façade, with its Corinthian columns, is largely intact; but the cold Greco-Roman interior, chiefly notable for its size, was laid waste. Adjoining the cathedral on the S.W. is the large *Abbaye de St-Vaast*, rebuilt in a grandiose style in 1754, a frequent residence of the notorious Cardinal Rohan. Both the cathedral and the Abbaye, which before the War

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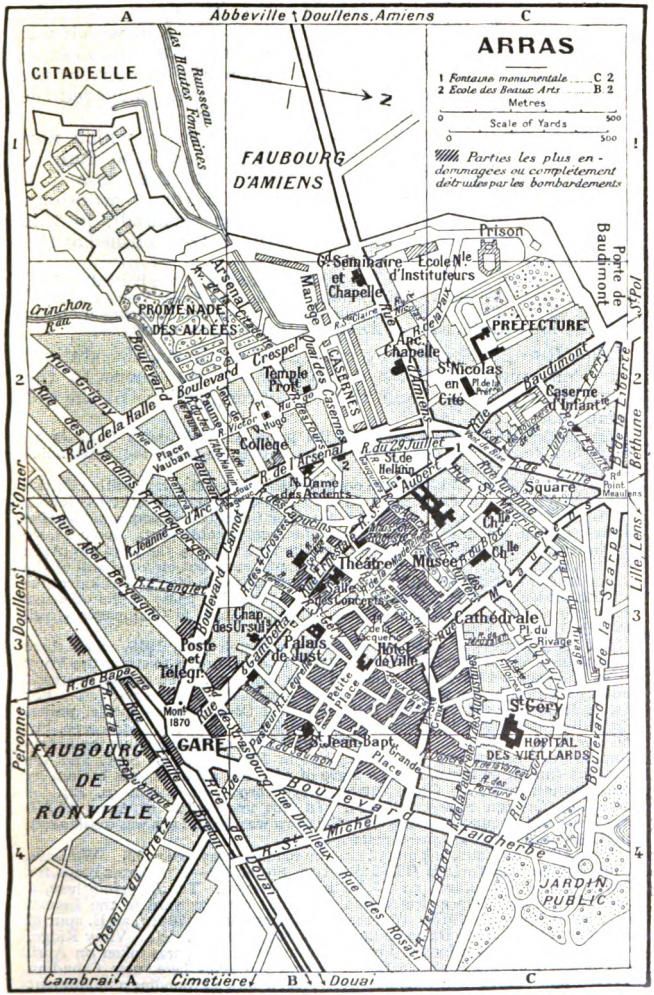

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contained a considerable *Musée*, are being restored. There is a small but pleasant garden in front, facing the Rue des Teinturiers. The Rue des Rapporteurs, No. 5 in which was *Robespierre's House* (Pl. B 3), leads into the *Place du Théâtre*, the centre of animation in Arras. From the balcony of the *Theatre* (built in 1785) Lebon (p. 47) frequently surveyed the execution of his victims in the square below.

We resume our walk along the main street, which now becomes successively the Rue St-Aubert and the Rue de Baudimont. On the left of the latter opens the *Place de la Préfecture* (Pl. C 2), with further underground workings. The church of *St-Nicolas* (war damage repaired), in this square, occupies the site of the old cathedral demolished at the Revolution.

To the S. of the square is the Rue d'Amiens, leading to the Porte d'Amiens, N. of the *Citadel* (Pl. A 1). This fortress, built in 1670–74 by Vauban, justified its title of 'La Belle Inutile' during the War. In the Faubourg d'Amiens Cemetery is the British national *Arras Memorial* to 35,900 missing.

The Rue de Baudimont ends at (1 m. from the station) the well-preserved *Porte de Baudimont*, the entry to the town from St-Pol. Near this are other portions of the old ramparts.

The Battlefields. The summary of the principal road routes from Arras, which here follows our description of the battles, includes the outstanding features of the battlefield.

The **Battle of Arras** (1917) opened on April 9th (Easter Monday), with a British attack by the 1st and 3rd Armies on a 12 m. front from Givenchy-en-Gohelle (p. 51) to Croisilles (p. 51), in which the four Canadian divisions, advancing abreast against the Vimy Ridge, played the most notable part. Some 13,000 prisoners and 200 guns were captured in the first stage of the advance (April 9–11th), which compelled a German retreat S. of Lens; but on a renewal of the attack on April 23rd the hostile armies became locked in bloody and indecisive fighting astride the river Scarpe, 5 m. E. of Arras, this phase of the offensive being influenced by the failure of Gen. Nivelle's attack in Champagne (April 16–25th, 1917).

The Arras front was violently attacked on March 28th, 1918, when three German divisions of Von Below's 17th Army received orders to storm the Vimy Ridge and four others were detailed to seize the town. The attack—perhaps the most critical in the whole March battle—broke down with great loss. For their defence here the 3rd, 4th, 15th, and 56th Divs. received special praise. The British line was withdrawn from the heights N. and S. of the Scarpe, but was otherwise held intact. On Aug. 26th, 1918, an E. movement along the Arras–Cambrai road recaptured the ground lost in March, and on Sept. 2nd the Drocourt–Quéant or *Wotan Line*, a maze of wire and redoubts, was broken by the Canadian and 17th Corps between the Scarpe and Quéant (p. 72). A precipitate German retreat followed. In this final battle of Arras 16,000 prisoners and 220 guns were captured, the town was freed, Lens was outflanked, and Douai and Cambrai were threatened.

FROM ARRAS TO LENS, 10½ m. (17 km.) by road (railway, see p. 52). We leave Arras viâ the Rue de Lille (Pl. C 2).—1 m. *St-Nicolas*.—3 m. Cross-roads for *Écurie* (l.) and *Roclincourt* (r.; 16 British cemeteries). The *Labyrinth* here, a maze of wire and deep galleries, was conquered yard by yard in the French offensive of May–July 1915. We ascend the **Vimy Ridge** (476 ft.), an E. spur of the loftier ridge of Notre-Dame-de-Lorette (p. 54), seen on the left. Vimy Ridge, unsuccessfully attacked by the French in May–Sept. 1915, was taken on April 9–10th, 1917, by the Canadian Corps. About 250 acres here, now Canadian property and planted with Canadian trees, form a park surrounding a monument (not yet completed). The **Grange Tunnel* on Vimy Ridge is preserved as a permanent memorial.—5 m. *Les Tilleuls*, cross-roads for *Neuville-St-Vaast* (l.;

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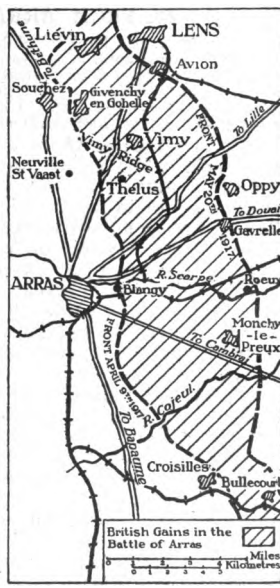
huge mine-craters) and for *Thélus* (r.). *La Folie Farm* (site) is passed. The old road goes directly over the crest of the ridge, but the high road makes a sweep to the right before descending.—6½ m. (10½ km.)—*Vimy* (r.), with a railway station, has 2634 inhab.; the 16th cent. church has vanished. We traverse *Petit-Vimy*, whence a lane leads left to *Givenchy-en-Gohelle*.—9 m. *La Coulotte*, for *Avion* (r.).—9½ m. *Eleu-dit-Leauvette*. We cross the Souchez.—10½ m. (17 km.) *Lens*, see p. 52.

FROM ARRAS TO DOUAI, 17 m. (27 km.) by road (railway, see p. 72). From Arras station the Rue de Douai (Pl. A, B 4) is followed.—1½ m. *Blangy*, in the old front-line.—2 m. *St-Laurent*, beyond the Scarpe. On the right is the *Railway Triangle*, won at great cost on April 9th, 1917.—4 m. *Le Point-du-Jour* (former inn), for *Athies* (r.).—6 m. *Gavrelle*, won by the Naval Division in April 1917. To the N., *Oppy*; to the S., **Roeux** (with its chemical works) and *Greenland Hill*.—8 m. *Fresnes*. We soon leave the devastated zone of 1914–18.—10½ m. *Vitry-en-Artois* (p. 72).—12½ m. *Brébières* (p. 72).—17 m. (27 km.) *Douai*, see p. 72.



FROM ARRAS TO CAMBRAI, 22 m. (35 km.) by road (railway, see p. 72). After crossing the railway bridge S.W. of the station, we bear to the left.—1 m. *Faubourg St-Sauveur*.—2 m. *Tilloy*, the junction of the German trenches of 1914–17 with the Hindenburg Line (p. 100). *Observation Ridge* lies to the N., *The Harp* and *Telegraph Hill* to the S.—5½ m. (9 km.) **Monchy-le-Preux** (l.) stands on a hill (272 ft.) commanding the Douai plain. To the E. is *Infantry Hill*; to the S. is the valley of the *Cojeul*, with *Guemappe* and *Wancourt*. All this region was fiercely contested in April–May 1917 and March 1918.—8 m. *Vis-en-Artois*, in the valley of the Sensée.—11 m. *Dury* (l.), on a ridge.—15 m. *Marquion*, see p. 72.—19½ m. *Sailly* (Canadian battlefield).—22 m. (35 km.) *Cambrai*, see p. 97.

FROM ARRAS TO BAPAUME (PÉRONNE, ST. QUENTIN).—13½ m. (22 km.) by road (autocar, see p. 47; railway viâ Achiet, see pp. 72, 71).—1½ m. *Beaurains*.—3½ m. *Mercatel*.—6 m. *Boyelles*, on the Cojeul.—9½ m. *Ervillers*, for *Mory*, 1½ m. E. This region saw critical fighting in March 1918, when the 3rd Army front was penetrated at some points by German masses.—10½ m. (17 km.) *Behagnies* and 11 m. *Sapignies*, shells of former villages.—12 m. Cross-roads (monument of 1871) for *Favreuil* (l.) and *Biefvillers* (r.).—13½ m. (22 km.) *Bapaume*, see p. 71.—The autocar goes on, past (17 m.) *Le Transloy*, (21½ m.) *Rancourt*, and (23½ m.) *Bouchavesnes* to (27 m., 44 km.) *Péronne*, and thence to (46 m., 74 km.) *St. Quentin* (see pp. 95 and 86).

FROM ARRAS TO BULLECOURT, 10 m. (16 km.) by road (railway viâ Boisleux, see p. 71). We diverge to the left from the Bapaume road at (1½ m.) *Beaurains* (see above).—3½ m. **Neuville-Vitasse**, where the revolutionary proconsul Lebon was once curé, was captured by Londoners on April 9th, 1917.—5½ m. *Hénin-sur-Cojeul*. We cross a spur of *Hénin Hill*.—8 m. *Croisilles*, a large village, on the Sensée (railway station, see p. 72).—10 m. (16 km.) **Bullecourt**, notable for six weeks of bitter fighting in May 1917 (Battle of Bullecourt), during which the Australians seized a part of the Hindenburg Line here. Bullecourt is the centre of the triangle formed by the Arras–Cambrai, Cambrai–Bapaume, and Bapaume–Arras roads, an area of 120 sq. m. completely ravaged by the War.

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FROM ARRAS TO LILLE, 28½ m. (46 km.) by road (railway, p. 64).—1 m. *St-Nicolas*.—4½ m. *Bailleul-sire-Berthoult*.—7 m. *Arleux-en-Gohelle*.—8 m. *Fresnoy*.—10½ m. *Drocourt*, where we enter the coalfield, gave its name to the Drocourt-Quéant trench system, a 'switch' of the Hindenburg Line.—12½ m. *Hénin-Liétard* (p. 54).—15 m. *Courrières*.—19½ m. (31 km.) *Bauvin*, and thence to *Lille*, see p. 39.

From Arras by road to *Béthune*, see p. 55.

From Arras by railway to *Amiens*, see Rte. 16; to *Douai*, see p. 72; to *Doullens*, see p. 65; to *Lens*, *Béthune*, and *Dunkirk*, see Rte. 13.

13. FROM ARRAS TO DUNKIRK

RAILWAY, 70 m. (113 km.), in 2–5 hrs. (50 fr. 90, 34 fr. 35, 22 fr. 40 c.); to *Béthune*, 23½ m. (38 km.), in ¾–1¼ hr. (17 fr. 10, 11 fr. 55, 7 fr. 55 c.).—This railway crosses the battlefields of Arras and Loos.

ROAD, 67 m. (108 km.).—To (18 m., 29 km.) **Béthune**, see p. 55.—33 m. (53 km.) *Aire* (p. 28).—43½ m. (70 km.) **St-Omer** (p. 27).—61½ m. (99 km.) *Bergues* (p. 32).—67 m. (108 km.) **Dunkirk** (p. 32).

Arras, see p. 47.—About 2 m. E. of the town (at the *Railway Triangle*, see p. 51) we diverge to the left from the Douai line and cross the Scarpe. The monotony of the war-ravaged plain on the right is broken by reconstructed villages; on the left we skirt the E. slopes of the Vimy Ridge (p. 50).—7 m. *Farbus*, on the left.—8 m. (13 km.) *Vimy* (p. 51).—Near (10 m.) *Avion* (p. 51) we enter the Lens coalfield, a continuation of the great coal basin extending from the neighbourhood of Aix-la-Chapelle across Belgium and N. France. The mines here, devastated in 1914–18 by artillery fire and by the German policy of systematic flooding, are again in working order.

12 m. (19 km.) **Lens** (*Grand-Hôtel*; *de Paris*; *de Flandre*, R. 25 fr.; *de la Paix*; *Moderne*, R. 15 fr.; *Central*; *de la Gare*), on the canalized river *Souchez*, which lower down becomes the *Deûle*, was in 1914 the chief coal-mining town (30,155 inhab.) in France, though its mining industry dates only from 1850. Its reconstruction from almost complete ruin is actively going on. Characteristic are the miners' suburbs, known as 'cités' or 'corons,' built with great regularity of slight brick houses, which offered little resistance to shell-fire. In 1648 Condé defeated the Spaniards beneath the walls of the town, which has belonged to France since 1659. There is a large Polish colony.—*Autocar* to Lille, see p. 34.

From the strikingly original new railway station we follow the Rue de la Paix and then the Rue Porte-d'Arras (N.) to the Place Jean-Jaurès, on the W. side of which is the new church of St-Léger, rebuilt in 1926 in red brick and stone on the site of the ruined 18th cent. church of the same name. On the S. side stands the new *Hôtel de Ville*, behind which is the large Place de la République.

LENS DURING THE WAR. Lens fell to the Germans during the 'race to the sea' in Oct. 1914, and the front here, strengthened by numerous fortified pit-heads, acquired a particularly stable character. Coal-mining was carried on by both sides within 2 m. of the firing trenches. The successive captures of Carvelles (p. 54; Dec. 1914), Souchez (p. 54; May 1915), and Loos (see p. 53;

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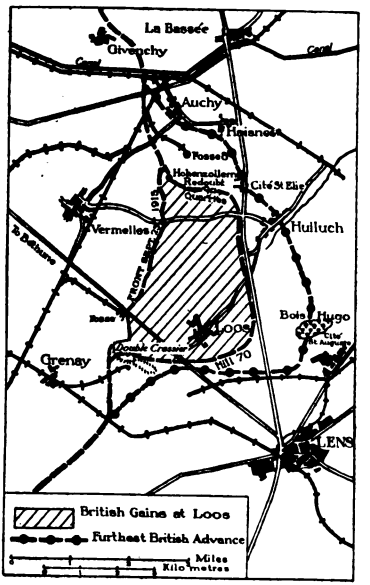
Sept. 1915) brought the Allied line nearer to the town, which was partly outflanked by the victory of Vimy Ridge (p. 50; April 1917). The Canadians made further progress here, and the tenure of Lens cost the Germans dearly, but the ruins were not finally abandoned until Oct. 2nd, 1918.

The W. suburbs, *Cité St-Pierre, Cité St-Laurent, Cité Jeanne-d'Arc*, etc., were intersected by the trenches.—About 2¼ m. N.W. of Lens, on the right of the road to Béthune, is **Loos** or *Loos-en-Gohelle* (railway station, see p. 54), a partly-rebuilt mining village, memorable for the glorious but costly British attacks of Sept. 25th, 1915. *Loos Crassier*, the shale-heap S.E. of the village, with the wreckage of the famous 'Tower Bridge' and numerous tunnels, affords a limited view of the battlefield. To the S.E., on the other side of the Lens–Béthune road, is the *Double Crassier*, another shale-heap, which stood in the front line of 1914–17. The ridge between Loos and Lens (including *Hill 70*, S.E.) is scarred by large mine-craters.



The **Battle of Loos**, lasting from Sept. 25th to Oct. 13th, 1915, an operation subsidiary to Marshal Joffre's great offensive in Champagne, was undertaken by the 1st and 4th British Corps in conjunction with a French assault on the Vimy Ridge. The main attack, between the La Bassée Canal and the Béthune–Lens railway, was resisted by several hostile strong points, including *Fosse 8*, a coal-mine, S. of Auchy (p. 55); the *Hohenzollern Redoubt*, an intricate trench fortress in the front line N.E. of Vermelles (p. 54); the *Quarries*, W. of Cité St-Elie; *Loos Redoubt*, near the main road N.W. of Loos; and the *Double Crassier* (see above). Behind the German reserve line were *Hill 70* and the *Chalk Pit*, E.N.E. of Loos; while *Haisnes*, *Cité St-Elie*, *Hulluch*, the *Bois Hugo*, and *Cité St-Auguste* stood in the third line of defence. The attack began at 6.30 a.m. on Sept. 25th, and it was at first very successful, the 1st and 47th Divs. making good progress towards Lens, while the 7th and 9th had hard fighting between the Quarries and the canal. Hill 70 fell to a splendid but precipitate onrush of the Scottish 15th Div., who had captured Loos village. Later, however, counter-attacks began to reduce the British gains; supports were not at once available, and the 21st and 24th Divs., which went into action on Sept. 26th for the first time after a long march, imperfectly rationed, were met by a heavy concentration of shell-fire. The 24th Div. made a gallant attack S. of Hulluch, but later both the new divisions lost ground, and dismounted cavalry were called upon to reinforce the line. The Guards, taking the field on Sept. 27th, recaptured the Chalk Pit and Puits 14, N. of Hill 70, and regained the Lens–La Bassée road. After some days of fluctuating struggle, the brunt of a great enemy counter-attack on Oct. 8th fell upon the 1st and Guards Divs. N. of Loos. This was successfully repulsed, and after a final thrust on Oct. 13th, when the 46th (N. Midland) Div. gained some ground and much glory in the Hohenzollern redoubt, trench warfare supervened. Some 26 field-guns and 3000 prisoners were captured in the battle of Loos, with a gain of ground amounting in places to

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2 m. in depth on a 4 m. front. Among the British dead were three divisional commanders. In and near Loos are 14 British cemeteries. The British national *Loos Memorial*, in 'Dud Corner' Cemetery, commemorates the 20,693 'missing.'

From Lens to Douai, 15¼ m. (25 km.), railway in 1 hr. (11 fr. 25, 7 fr. 60, 4 fr. 95 c.).—4¼ m. *Billy-Montigny*.—6¼ m. (10 km.) *Hénin-Liétard* (Hôt. des Voyageurs), a mining town of 21,454 inhab. and former German railhead, has a church with a fine Romanesque portal.—8 m. (13 km.) *Dourges*.—10 m. *Ostricourt*, and thence to *Douai*, see p. 64.—An alternative route to Douai (15 m., 25 km.) leads viâ (12¼ m.) *Corbehem* (p. 72).

From Lens to Frévent, 33¼ m. (54 km.), light railway in 4½–5½ hrs. (19 fr. 85, 15 fr. 85, 11 fr. 90 c.), traversing the battlefield of Souchez.—At (2 m.) *Lidvin*, the largest town (24,054 inhab.) abandoned to the Allies in the German retreat of March–April 1917, a partly destroyed column commemorates Condé's victory of 1648 (p. 52). Vimy Ridge (p. 50) rises to the S.—3¾ m. *Givenchy-Angres*, for *Angres* and Givenchy-en-Gohelle (p. 51).—5¼ m. (9 km.) **Souchez** was the prize of a barren French victory in May–June 1915.—6¼ m. *Ablain-Souchez* is the station for *Ablain-St-Nazaire*, ¼ m. W., once a village with a 12th cent. castle and a church of 1524, nestling at the foot of the **Notre-Dame-de-Lorette Spur** (541 ft.), with its chapel and Allied monument. The memorial chapel in the French National Cemetery here contains stained-glass windows presented by the governments and peoples of the British Empire. This height, separated from Vimy Ridge and Mont St-Eloi by the deep ravine of the Souchez, was won in the great French attacks of May 9th, 1915, and the following days. The spur is continued northward by the Lorette and Coupigny ridges (comp. below), and Gallic legend declares that victory in every war will fall to the conqueror of this chain of hills.—7¼ m. *Carency*, destroyed.—10 m. *Camblain-l'Abbé*, with a 13–16th cent. church, much damaged.—We reach the valley of the Scarpe, and at (14¼ m.) *Aubigny-en-Artois* intersect the railway from St-Pol to Arras (p. 46).—19¾ m. *Noyelles-Vion* has a motte-and-bailey castle.—21¾ m. *Avesnes-le-Comte* (Hôt. du Petit-St-Pol) has a 15th cent. church with a richly sculptured pulpit.—We descend into the valley of the Canche.—27¼ m. *Berlencourt-Cauroy*.—31¼ m. *Bouret-sur-Canche*.—33¼ m. (54 km.) *Frévent* (p. 65).

From Lens by railway to *Armentières*, see p. 30; to *Lille*, see p. 39.—From Lens by road to *Arras*, see p. 50; to *Béthune*, see p. 55; to *La Bassée*, see p. 67.

Beyond Lens the railway passes (12½ m., 20 km.) *Loos-en-Gohelle* (station for Loos, 2 m. N.W., p. 53), near which, on the right, is the Double Crassier (p. 53). Near the front line of 1914–17 we enter a long and deep cutting.—16¼ m. *Bully-Grenay* (Hôt. Potier) serves a group of mining villages, of which *Bully* (½ m. S.W.), *Grenay* (close to the station), *Les Brebis* (1 m. N.W.), and *Mazingarbe* (1½ m. N.) were former British 'rest-billets.' The mines here were worked at night during the War.

From Bully-Grenay to Violaines (La Bassée), 6¼ m. (10 km.), light railway in ½ hr., traversing the British front of 1914–18. We cross the Lens–Béthune road near Philosophe (p. 55).—2¼ m. *Vermelles*, a mining village recaptured by the French on Dec. 1st, 1914, was an assembly-point for the British attack at Loos (p. 53); the battlefield is seen on the right, beyond the *Rutoire Plain*.—We pass Cambrin (l.; p. 55) and Auchy-lez-la-Bassée (r.; p. 55) before joining the Béthune–Lille railway at (6¼ m.) *Violaines* (p. 66).

From Bully-Grenay to St-Pol, 23¼ m. (38 km.), railway in 1¼–1¾ hr. (17 fr. 10, 11 fr. 55, 7 fr. 55 c.). We skirt the 'corons' of *Petit-Sains*.—Above (4¼ m.) *Hersin* rises the *Coupigny Ridge* (616 ft.; *View).—6¾ m. *Barlin*.—9¼ m. (15 km.) *Bruay* (30,866 inhab.) was one of the largest mining centres left in French hands during the War.—12¼ m. *Houdain* (6569 inhab.) is a pleasant little town, with an interesting church of the 12th and 16th centuries. About 3 m. S.E., on the *Lawe*, is the picturesque moated *Château d'Olhain* (15th–16th cent.), above which is a forest (the Bois d'Olhain) covering a large part of the ridge.—19¼ m. (31 km.) *Brias*, and thence to St-Pol, see p. 66.

20½ m. (33 km.) **Nœux-les-Mines** (11,971 inhab.), a mining town, was within 5 m. of the front until the last weeks of the

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War. On the right several shale-heaps, rising from the absolutely level plain of Gohelle, form Alps in miniature. These were the ' observation posts ' of trench warfare.

23½ m. (38 km.) **BÉTHUNE** (*Hôt. du Vieux-Beffroi*; *du Pas de Calais*, R. from 10 fr., L. or D. 12 fr.; *du Commerce*; *de la Gare*) is an industrial town (20,141 inhab.) in a swampy district at the junction of the Lawe with the La Bassée Canal. It was formerly the seat of a lordship of Artois, and a fortress. More than half the houses were laid in ruins in April 1918, when the Germans made their great attempt to capture the town and its coalfield.

From the station the long Boulevard Frédéric-Desgorges leads to the *Place de Lille*, whence the Avenue Jean-Jaurès leads to the *Place du Maréchal-Pétain*. In the last are a 15–16th cent. Flemish house, the restored 14th century *Belfry*, and the modern *Hôtel de Ville* (being rebuilt). Behind the belfry stood the church of *St-Vaast* (1533–45), whose tower was the characteristic feature of the town. Shattered by bombardment, the church has been replaced by a new one. The *Town Cemetery* contains over 3000 British graves.

In the church of *Annezin-lès-Béthune*, 2½ m. W., is the tomb of an O'Sullivan, an adherent of the Young Pretender.—The plain of the *Lys*, N. of Béthune, is described by Dumas in ' The Three Musketeers ' and ' Twenty Years After.'—At *Fouquières*, 2 m. S.W., is a large British cemetery.

The Battlefields. Béthune was in British hands from Oct. 1914 until the Armistice, the front astride the La Bassée Canal being about 5 m. distant until April 1918, when the enemy reached *Locon*, 3 m. N.E. To the S.E. are the battlefields of Loos and of Lens (p. 53), and to the E. is that of La Bassée (p. 66). The summary of road routes given below will serve as an indication to the visitor.

FROM BÉTHUNE TO LA BASSÉE, 8½ m. (13½ km.) by road (railway, see p. 66). We leave Béthune viâ ' Charing Cross,' at the E. end of the town. Beyond (2 m.) *Beuvry* (railway station, see p. 66) we diverge to the left from the Lens road (see below), skirting a marshy district (l.).—4½ m. *Annequin* is a mining village with a tall conical shale-heap ½ m. S. (view).—5½ m. *Cambrin* has a Gothic church, still partly standing. On the left *Harley Street* leads to Pont Fixe (p. 66) on the canal.—6 m. *Cuinchy*, on the left, for four years in the front line, is obliterated (railway station, see p. 66).—We cross the old front line near the *Brickstacks*, fiercely contested in Jan. 1915. The ' La Bassée leave train,' a derelict string of railway trucks, frequented by snipers, stood here on a siding throughout the War. On the right are *Auchy* and *Haisnes* (see p. 53).—8½ m. (13½ km.) *La Bassée*, see p. 66.

FROM BÉTHUNE TO LENS, 11 m. (18 km.) by road (railway, see p. 54).—At (2 m.) *Beuvry* (see above) we diverge to the right from the Lille road.—3½ m. *Sailly-Labourse*, once a popular rest-billet. The church of *Labourse*, 1 m. S.W., dates from the 9th century.—5½ m. *Philosophe* (comp. p. 54), with cross-roads to Vermelles (p. 54) and Grenay (p. 54).—6½ m. *Fosse 7* was a mine just within the British lines.—8 m. (13 km.) *Loos*, on the left (p. 53).—We ascend the ridge, prolonged on the left by *Hill 70* (p. 53), and enter the ' cités ' of Lens.—11 m. (18 km.) *Lens*, see p. 52.

FROM BÉTHUNE TO ARRAS, 18 m. (29 km.) by road (railway, see pp. 52-55).—3¾ m. *Nœux-les-Mines* (p. 54).—4½ m. *Braquemont* has a tall shale-heap, overlooking the battlefield.—6 m. *Petit-Sains* (p. 54).—8 m. *Aix-Noulette*, at the foot of the main ridge of Notre-Dame-de-Lorette (p. 54).—We cross the famous spur and descend into (11 m., 17¾ km.) *Souchez* (p. 54).—13½ m. *La Targette*, with cross-roads to Neuville St-Vaast (l.) and Mont St-Eloi (r.).—18 m. (29 km.) *Arras*, see p. 47.

FROM BÉTHUNE TO NEUVE CHAPELLE, 7½ m. (12 km.) by road.—At (3½ m.) *Le Touret* is a British National Cemetery with a memorial to 13,479 missing.—6 m. *Richebourg-l'Avoué*.—7½ m. *Neuve Chapelle* (p. 67).

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FROM BÉTHUNE TO ESTAIRES, 11 m. (18 km.), light railway in 1 hr.—4½ m. *Locon*, the limit of the German advance upon Béthune in the battle of the Lys (p. 29).—6½ m. *Lacouture* had a 15th cent. church, with good stained glass. *Vieille-Chapelle* is the adjoining village. Both were lost in the disaster to the Portuguese on April 9th, 1918.—8½ m. *Lestrem* (p. 28).—10 m. *La Gorgue* (p. 28).—11 m. (18 km.) *Estaires*, see p. 28.

The railway beyond Béthune diverges to the right from the St-Pol line at (25 m.) *Fouquereuil*, beyond which it crosses the *Clarence*.—27 m. *Chocques*, a large mining village, has a Romanesque and 16th cent. church. We presently quit the coalfield. On the left rises the wooded *Bois du Reveillon*, and on the right is the watery plain of the Lys.

31½ m. (51 km.) **Lillers** (5582 inhab.; *Hôt. du Commerce*), on the *Nave*, was much damaged by bombardment in 1918. The church (12th cent.), though suffering from restoration, claims to be the finest Romanesque church in French Flanders. Behind the high-altar is a 12th cent. oaken figure of the 'Christ du Saint-Sang.' The first artesian well (so called after the province of Artois) is said to have been sunk at Lillers in the 12th cent. and is still to be seen in the courtyard of the old Dominican monastery.—35 m. (57 km.) *Berguette* is the junction for St-Omer and for Armentières (see p. 30). About 1 m. N.W. is *Isbergues*, with a 15th cent. church, the reputed burial-place of St. Gisela, a sister of Charlemagne.—We cross the La Bassée Canal and the Lys.—41 m. *Steenbecque* and *Morbecque*, 1 m. N., have interesting 14–16th cent. churches. On the right is seen the Forest of Nieppe (p. 28).

45 m. (73 km.) **Hazebrouck**, junction for Ypres and for the Calais–Lille railway, and thence to (70 m.; 113 km.) **Dunkirk**, see Rte. 9B.

14. AMIENS

AMIENS (87,263 inhab.), the old capital of Picardy, famous for its historical associations and for its cathedral, is the chief town in the department of the *Somme*, and is important as a centre of the French textile industry and as a railway junction. The canalized *Somme*, which is joined by the *Avre* just above and by the *Selle* just below Amiens, flows in many branches through the lower or N. part of the town. The older and more interesting central quarter is enclosed on three sides by wide boulevards marking the site of ancient ramparts. Amiens, which lacks the animation of some large industrial towns, is recovering from the ravages of the Great War, but signs of the bombardment of 1918 are still evident.

Railway Stations. *Gare du Nord* (Pl. D 3; buffet), or main station; *Gare St-Roch* (Pl. B 3), a secondary station.

Hotels. GRAND-HÔTEL (Pl. p; D 2), 19 Rue Lamartine, R. 30–150 fr., L. 30, D. 35 fr.; DE L'UNIVERS (Pl. b; D 3), 2 Rue de Noyon, R. 20–80 fr., L. 22, D. 25 fr.; CARLTON (Pl. g; D 3), 42 Rue de Noyon, R. 18–80 fr., L. or D. 20 fr.; DU RHIN (meublé; Pl. a; D 3), 71 Place René-Goblet, R. 18–35 fr.; DU COMMERCE (Pl. d; C 3), 32 Rue des

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Jacobins, commercial, R. 12–25 fr., L. or D. 10 fr.; CENTRAL (Pl. h; C 3), 42 Rue Duméril, R. from 15 fr., L. or D. 10 fr.; DE LA PAIX (Pl. e; C 3), 15 Rue Duméril, R. 16–35 fr.; DE PARIS, 36 Rue de Noyon (Pl. D 3), R. from 10 fr., L. or D. 10 fr.; DE L'ÉCU DE FRANCE (Pl. f; D 3), 51 Place René Goblet, unpretending, R. from 15 fr.; etc.—Y.M.C.A. HOSTEL, 10 Rue de l'Oratoire.

Restaurants. **Godbert*, 62 Rue des Jacobins (Pl. C 3), good wines and cooking; *Taverne Molard*, 5 Place René Goblet (Pl. D 3); *du Petit Vatel*, 10 Rue des Sergents (Pl. C 2); *Luce*, 27–29 Rue Duméril (Pl. C 3); *du Café du Globe*, 57 Rue des Trois-Cailloux; *aux Huîtres*, 3 Rue des Corps-Nuds-sans-Teste; *Railway Restaurant*, Gare du Nord.

Cafés in the Rue des Trois-Cailloux, etc.; *Brasserie Centrale*, Place Gambetta.—Specialties of Amiens are 'pâtés de canards,' 'macarons,' and 'sucre d'orge.'

Post Office (Pl. C 2), Place de l'Hôtel-de-Ville.—SYNDICAT D'INITIATIVE at Hôtel-de-Ville and at Gare du Nord.—BANKS. *Société Générale, Comptoir d'Escompte, Crédit Lyonnais*, 121, 86, and 33 Rue des Trois-Cailloux. —*Thos. Cook & Son*, at the Gare du Nord.—BRITISH VICE CONSUL.

Conveyances. CABS and TAXI-CABS; tariff within the vehicle.—TRAMWAYS ply in the main streets and to the suburbs.—CARRIAGES AND MOTORS. *Gregson & Gregson*, 8 Rue Lamartine; *Talbot*, at Carlton Hotel; *H. Étevé*, 305 Route d'Albert; *Oswald*, 7 Rue Porte de Paris.—AUTOCAR to *Doullens*, twice daily in 1¼ hr. (20 m.; 8 fr. 25 c.).

Golf Course, c. 3 m. N.E. on the Albert road.

History. Amiens, the ancient *Samarobriva*, chief town of the *Ambiani*, a Belgic tribe converted to Christianity by St. Firmin the Martyr in the 4th cent., afterwards became the capital of *Picardy* (see p. 14), now represented chiefly by the departments of the Somme and the Oise. In the middle ages the government of the town was shared equally between its counts and its bishops. From 1435 to 1477 Amiens belonged to the Duke of Burgundy and later it fell into the hands of the Spaniards, but was twice retaken by Henri IV (in 1594 and 1597), who on the latter occasion was assisted by 4000 English troops under Sir Arthur Savage. In the cathedral Edward III of England did homage for Guienne to Philip of Valois in 1329, and in 1550 a treaty of peace was signed at Amiens between Edward VI of England and Henri II of France. The more famous Peace of Amiens, concluded in 1802 between France on the one side, Great Britain, Spain, and Holland on the other, marked only a brief pause in the Napoleonic wars. In 1870 the Germans under Manteuffel entered the town.—The 'Mise of Amiens' was a decision given in 1264 by Louis IX as arbiter in the dispute between Henry III of England and the English barons under De Montfort, which, however, failed to bring peace.—Among famous natives of Amiens are Peter the Hermit (d. 1115), preacher of the First Crusade; Voiture (1598–1648) and Gresset (1709–77), the poets; Ducange (1610–1688), the scholar; Blasset (1600–59), the sculptor; and Delambre (1749–1815), the astronomer.

Amiens was the first concentration point in Aug. 1914 for the British force disembarking at Boulogne. It was afterwards occupied by the Germans for 12 days, but Gen. d'Amade drove the enemy back to a line 20 m. E., where the front was stabilized. The position of the town on the main artery of British communications gave it supreme importance. In March 1918 came the sudden thrust of the German armies from St-Quentin and Cambrai, converging upon Amiens in the hope of severing the French and British forces and of opening the road to Paris from the N. The advance was made with alarming rapidity, and before it was fought to a standstill at Villers-Bretonneux (p. 76) the Germans were only 9 m. from Amiens and the town had been evacuated by civilians. The main railway line to Paris was now under artillery fire at medium range, while heavy guns bombarded Amiens daily with destructive effect. Several of these guns were captured on Aug. 8–10th, 1918, together with 13,000 prisoners when the armies of Rawlinson and Debeney disengaged Amiens by a single stroke (p. 76). On Aug. 15th Mass was said in the cathedral for the deliverance of the city, and by the date of the Armistice the battle had rolled 100 m. to the E.

On ascending from the *Gare du Nord* (Pl. D 3), we cross the Boulevard d'Alsace-Lorraine and enter the *Rue Noyon*, which skirts the Place René-Goblet (l.), with a statue of Ducange (see above), and is continued by the *Rue des Trois-*

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Cailloux (Pl. C 3) to the Place Gambetta (Pl. C 2, 3), with a noteworthy wrought-iron clock (1892). These two streets form the busiest thoroughfare in Amiens, with the chief hotels, shops, and cafés. Several houses in the Rue des Trois-Cailloux were levelled by the bombardment, and the *Theatre* (1780) was damaged.

The quaint Passage du Logis-du-Roi, between Nos. 61 and 59 (r.) contains some remains of the *Logis du Roi*, built in the reign of Francis I as a residence for the governor of Picardy.

The streets running to the right (N.) from the Rue des Trois-Cailloux all lead to the cathedral or its neighbourhood. The Rue Victor-Hugo and Rue Robert-de-Luzarches pass respectively the rear and the front of the *Palais de Justice* (Pl. C 2; 1867–74), built on the site of the abbey of St-Martin-aux-Jumeaux, which itself replaced a chapel marking the spot where St. Martin divided his mantle with the beggar.

The W. side of the Place Notre-Dame, in front of the cathedral, was rebuilt in 1902–3, in the domestic style of Picardy in the 15–16th century.—In the Place St-Michel, E. of the cathedral, is a statue of Peter the Hermit by Forceville.

The ****Cathedral** (*Notre-Dame*; Pl. C 2) is one of the noblest Gothic edifices in Europe and the largest church in France (area 8400 sq. yds.). Begun only two years later than Salisbury Cathedral, though in a much more mature style, this magnificent church marks the zenith of 13th cent. architecture, and exhibits, earlier than any other building in N. France, the tendency of that art towards the Flamboyant.—The cathedral is open free all day. For the ascent of the N. tower and visit to the roof (2 fr. and gratuity) apply to a verger.

History. The present building, erected on the site of a Romanesque cathedral destroyed by fire in 1218, was begun in 1220 for Bishop Evrard de Fouilloy by *Robert de Luzarches*. The nave and W. front were finished before 1238. *Thomas* and *Regnault de Cormont* continued the work at intervals during the 13th century. The upper parts of the towers and W. front date from the 15th cent., the chapels of the nave from 1292–1376, the spire (370 ft. high) from 1529. In the 19th cent. the cathedral was restored by *Viollet-le-Duc*.

During the War many of the chief art-treasures of the cathedral were removed for safety, while the carvings were protected by sandbags. Though struck by nine shells the building escaped serious damage; the roof was pierced several times and the triforium gallery on the S. side of the nave was injured, as were also two chapels in the ambulatory (see p. 60). Some damage was done also to the exterior buttresses and to the tracery of some of the windows.

Exterior. The *West Façade, with its three deeply recessed portals and its array of statues, statuettes, and reliefs, presents a rich study of religious, historical, allegorical, and symbolic sculpture deserving the closest inspection (comp. Ruskin's 'Bible of Amiens'). It is flanked by two fine towers of unequal height, dating respectively from c. 1366 (S. tower, 213 ft.) and from the early 15th cent. (N. tower, 216 ft.). Above the fine gallery over the portals are twenty-two statues of the Kings of Judah, ancestors of the Virgin, and above these is a beautiful rose-window, the delicate tracery, like the whole upper part of the façade, being of the 14–15th centuries. Finally, at the top, is the Galerie des Sonneurs connecting the side-towers.—The central portal is known as the *Porche du Sauveur* or *du Beau-Dieu-d'Amiens* from the beautiful *Statue of Christ on the central pier, one of the finest works of the 13th century. In the pediment is a relief of the Last Judgment, while 150 statues in the vaulting represent the celestial hierarchy. On the top of the gable is the figure of St. Michael. On the central pier of the *Porche de la Vierge* (r.) appears the Virgin trampling underfoot a monster with a human head, and in the pediment are the Entombment and Assumption. The *Porche de St-Firmin* (l.) is dedicated

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to St. Firmin the Martyr (p. 57), who is represented on the central pier with a figure of idolatry beneath his feet, while in the pediment are the discovery and translation of his relics.—SOUTH SIDE. The door in the S. tower is known as *Porte de l'Horloge* or *Porte de St-Christophe*, from the colossal statue of St. Christopher on its right. Between the windows of the chapels (14th cent.) are two rows of statues (Annunciation, St. Nicholas, Transfiguration, etc.). The door of the S. transept, the *Portail de St-Honoré*, is generally called the *Portail de la Vierge-Dorée*, from the graceful figure (once gilded) of the Madonna.—NORTH SIDE. Between the windows of the nave chapels and on the buttresses are statues of the chapel founders, their patron saints, and kings of France. In the porch of the N. transept, the *Porte de St-Firmin-le-Confesseur* (a later bishop than St. Firmin the Martyr), is a statue probably representing St. Honoré, though usually known as that of St. Firmin.—EAST END. The *Lady Chapel*, in the centre of the radiating chapels, is adorned with six modern seated statues, wearing crowns. Projecting on the S. is the *Chapelle Macabre* or *Chapelle des Machabées* (14th cent.), now used as a sacristy.

Interior. The singularly impressive effect of the magnificent interior is due to the great height in proportion to the width, coupled with a noble and audacious simplicity.—The cathedral is 470 ft. long, 214 ft. wide (across the transepts), 139 ft. high, and contains 126 pillars. The arches between the pillars rise to almost half the total height; above them a richly foliated stringcourse runs round the entire church under the triforium, above which again is a beautiful clerestory of unusual height. The rose-windows, with elaborate tracery, are filled with rich stained glass.

NAVE. The oaken organ-loft at the W. end dates from 1422 (though unfortunately redecorated in 1836), the organ from 1425 (restored in 1838). In the third bay from the W. are two remarkably fine tombs with bronze effigies of bishops: on the right, Evrard de Fouilloy (1222); on the left, Geoffroi d'Eu (1236), "learned in medicine as well as in theology." The pulpit (18th cent., by Dupuis of Amiens) is supported by Faith, Hope, and Charity.—The aisles on both sides are flanked by chapels, the decorations of which date from the 17th and 18th cent.; most of the statues are by Blasset, Dupuis, Vimieux, or Poultier, all natives of Picardy. At the W. end of the S. aisle are the mausoleum of Canon Pierre Burry (1504) and the monument of Antoine Niquet (d. 1652). —In the 4th chapel from the W. end of the N. aisle is a very ancient Byzantine Christ, highly venerated under the name of St. Saulve (i.e., St. Sauveur). According to the legend this statue bent its head in homage when the relics of St. Firmin were carried past it.

The TRANSEPTS have groined vaulting (c. 1270), the earliest in France, and fine rose-windows. In the S. transept are marble *Reliefs illustrating episodes in the life of the Virgin, and above these are four reliefs from the life of St. James the Great in elaborate frames (early 16th cent.). On the E. side is the altar of Notre-Dame-du-Puy, by Blasset, with statues of David, Judith, and a painting of the Virgin rescuing a child from a well. Tablets on the first and second pillars N. of the door commemorate the fallen of the Canadian, Australian, and New Zealand forces.—In the N. transept, opposite

the font (12th cent.) and protected by glass, is a relic of the head of John the Baptist, brought from Constantinople in 1206. Reliefs, resembling those in the S. transept, represent the four divisions of the Temple at Jerusalem. The altar of St-Sebastien (E. side) is by Blasset.

The CHOIR is raised six steps above the nave. The wrought-iron railings date from the 18th century. The stained glass in the triforium represents apostles and bishops; in the upper apsidal windows appear the Annunciation, the Execution of St. Firmin, etc. The W. window dates from 1269. The *Choir Stalls, 110 in number, carved in 1508–19 under the direction of Ernoul Boulin, Alexandre Huet, and Antoine Avernier, present 400 scenes (3650 figures) from the Old Testament, the Life of the Virgin, trades and handicrafts, etc. Above are pyramidal ornaments, 42 ft. high.—The sanctuary, 3 steps higher, has an 18th cent. pavement. Medallions on the pillars represent the Evangelists and torch-bearers. Behind the altar is an 18th cent. Glory in wood and stone.

AMBULATORY. The *Choir Screen (1489–1530) is richly decorated with arcading and painted and gilded stone reliefs (restored) representing, on the S. side, the legends of St. Firmin and St. Saulve (early 16th cent.) and, on the N., the history of John the Baptist (1531). Behind the high altar and immediately opposite the Lady Chapel is the monument of Canon Lucas, founder of the orphanage of the Enfants Bleus, with statues of the canon and of the Virgin and the figure of an 'Enfant pleureur' generally accepted as the finest work of Blasset (1628). In the 1st chapel S. of the Lady Chapel are British, Dominion, and American flags presented since the War. The Chapel of St-Eloi (the 3rd to the S.) contains old stained glass and a fresco of 1506, representing the Sibyls, with inscriptions referring to their prophecies. The chapels of St. John the Baptist and of Notre-Dame de Pitié (the 2nd and 4th N. of the Lady Chapel) were damaged in the bombardment of 1918.

To the N. of the cathedral lies the interesting QUARTIER ST-LEU or *Basse Ville*, with its quaint old houses, narrow streets, and countless canals. The long RUE ST-LEU (Pl. C 2, 1) passes the ancient church of *St-Leu* and the *Hôtel-Dieu* (16–17th cent.) and ends at the *Citadel* (1598), now barracks. Thence we may return viâ the *Jardin des Plantes* (Pl. C 1, 2) to the Port d'Aval (Pl. B, C 2), near which, at No. 17 Rue Condé, is the *Hôtel Morgan de Belloy*, a quaint mansion of 1493, with a group of the Trinity on its façade. A little to the E. is the church of St-Germain (see below).

To the N. of the Rue au Lin, which continues the Rue St-Martin (interesting façades at Nos. 7 and 18) W. from the cathedral, is the church of *St-Germain* (Pl. C 2), an elegant little building of the 15th cent., considerably damaged in 1918, and to the S., in the Place du Marché-au-Fil, is the *Beffroi* (Pl. C 2), now a prison, a curious square tower of the 14th cent., with a round upper story added in 1748 and a bell weighing $10\frac{3}{4}$ tons. To the S. of the Beffroi lies the Place de

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l'Hôtel-de-Ville, with the *Post Office* on its E. side. The **Hôtel de Ville** (Pl. C 2), begun in 1600, has a façade of 1760, but was very much altered in the 19th century. Here, in the Salle du Congrès, was signed the Peace of Amiens in 1802 (comp. p. 57). To the E. the Rue Delambre leads to the Place Gambetta (p. 58).

There are several interesting remains of old Amiens in this neighbourhood. On application at No. 9 Rue de Malmaison (fire-station), leading W. from the Place de l'Hôtel-de-Ville, a façade of the old *Bailliage* (15th cent.), with dormer windows and Renaissance details, and some dungeons of the old *Conciergerie* are shown. From the opposite side of the Place, to the N. of the Post Office, the Passage Gossart leads to the *House of the Man with Three Heads*, a wooden house of 1492, deriving its name from a carving on the elegant tribune at the entrance from the passage. A few steps to the right of the exit from the passage, near the N. end (Nos. 57–63) of the Rue des Vergeaux (Pl. C 2), which runs S. to the Place Gambetta, is the fine Renaissance *Maison du Sagittaire*, now a shop.

From the Place Gambetta the Rue de la République (Pl. C 3) runs S. to the Musée. On the way it passes near (r.) the church of *St-Rémy* (Pl. C 3), designed on an ambitious scale but never completed, and (l.) the *Préfecture* (1761), both somewhat damaged in 1918. The elaborate tomb of Nicolas de Lannoy, Connétable du Boulonnais, by Blasset (1631), in St-Rémy has been injured.

The ***Musée de Picardie** (Pl. C 3), a handsome building of 1855–69, was seriously damaged by German bombs in 1918. It contains interesting collections of paintings, sculptures, and antiquities, its principal treasures being the fine compositions of Puvis de Chavannes, the remarkable series of ancient French paintings in Room 15, and the collection of Picardy antiquities. The Musée is open daily (except Mon. morning) 9–12 and 1.30–4 or 5 (adm. 1 fr.; free on Sun. and Thurs.; catalogue of paintings 1 or 5 fr.).

Ground Floor. *Room 1* ('La Chapelle'), painted and gilded in the Romanesque style, contains tomb-statues and other mediæval and Renaissance sculptures; bas-reliefs, Roman coins, church furniture, etc. In *Room 2* are weapons, furniture, pottery, etc., of similar date.—*Rooms 3–7.* Prehistoric, Celtic, Roman, Greek, and mediæval antiquities.—*Room 8* is the Sculpture Gallery, with works by French artists, including A. Coysevox, Falguière, and Rodin.—From the Entrance Hall we ascend a few steps to a large gallery ('Picardia'), which contains modern French paintings, including *L. Lhermite*, Death and the Woodcutter, *A. P. Dawant*, Lifeboat, *A. L. Demont-Breton*, Mill, etc.

On the Staircase are four huge *Mural Paintings by *Puvis de Chavannes* (Pro patria ludus; Toil; Ave, Picardia nutrix; Rest). These were safely removed by French sappers at the height of the April bombardment in 1918 and, together with other works by the same artist, were deposited for safety at Tours.

First Floor. The numerous rooms on this floor are devoted to paintings, mainly of the French school, but including

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examples of the Dutch, Italian, and Spanish schools also. The GALERIE PUVIS DE CHAVANNES contains two more mural paintings by this artist, Bellum and Concordia.—SALON BARNI. Dutch and Flemish School. *F. Moucheron*, Stag Hunt; *Teniers the Elder*, Village doctor; *W. van Vliet*, Burgomaster and his wife.—GALERIE CHARLES DUFOUR. Modern French paintings.—ITALIAN SCHOOL. *Titian*, Vitellius, *Canaletto*, Souvenir of Venice; *Vivarini*, Virgin and Child with saints; *Piero della Francesca* (?), Madonna.—FRENCH SCHOOL (19th cent.). *Émile Breton*, Winter fog; *J. Héreau*, Approach of a storm, etc.—COLLECTION DUTHOIT (French 19th cent.). This room contains besides the pictures a collection of assignats and mandats of the French Revolution, coins, miniatures, etc. —SALLE DU PUY-NOTRE-DAME-D'AMIENS. *Ancient French paintings including thirteen (the oldest dated 1499) formerly in the possession of the *Confrérie du Puy-Notre-Dame*, an ancient society which enlisted the aid of literature and art in the glorification of the Virgin.

Every year a poetic competition took place, the theme of the poems being a verse (known as the palinod) propounded by the Maître of the Confrérie, which had to recur at the end of each stanza. From 1452 until some time in the 17th cent. it was also the custom for the Maître to present a painting to the society annually, glorifying the Virgin and at the same time illustrating the 'palinod' of the year. This fact explains the curious titles of the paintings. These works formerly hung in the cathedral, but in 1723 most of them were destroyed by order of the canons. The carved frames are very remarkable.

PETITE SALLE LAVALARD. *Van Artois*, Landscapes; *J. B. Greuze*, Portrait.—SALLE LAVALARD. *S. Ruysdael*, Landscapes; *Frans Hals*, Portraits; *J. B. Weenix*, *Little shepherdess; *Van Goyen*, Landscapes; *J. G. Cuyp*, Portrait of a child; *Duplessis*, Portrait; *Fragonard*, *Washerwoman, Cradle, Head of an old man, etc.; *Boucher*, Landscape, Rape of Europa, etc.; *M. Preti*, Self-portrait, *Gonzalez Coques*, Execution of Charles I of England; *Luca Giordano*, Musician tuning his guitar; *Ribera*, *Mass of Pope Gregory the Great.— In a small room on the opposite side of the staircase is a *Collection of Engravings and Drawings*.—Leading out of this is a room containing FRENCH 17TH & 18TH CENT. PAINTINGS. *J. B. Van Loo*, Allegory of the birth of the Dauphin; *Le Valentin*, The Passions; *Jean Bol*, Christopher Columbus; *Fragonard* (?), Al fresco meal; *J. M. Nattier*, J. B. L. Gresset; *Quentin de La Tour*, *Self-portrait; *Louis de Boullongne the Younger*, Closing the Temple of Janus; *Carlo Vernet*, Greek horseman fighting a lion. The *Hunting Pictures in this room were painted by Boucher, Pater, Parrocel, Van Loo, Lancret, and De Troy for the Galerie des Petits Appartements du Roi at Versailles.—The GALERIE NIEUWERKEKE (French 19th cent.) is temporarily closed.

In the garden are old statues and reliefs, German and other cannon, and various architectonic fragments.

Beyond the *Bibliothèque Communale*, or *Public Library* (100,000 vols., 1460 MSS., c. 250 incunabula), the Rue de la

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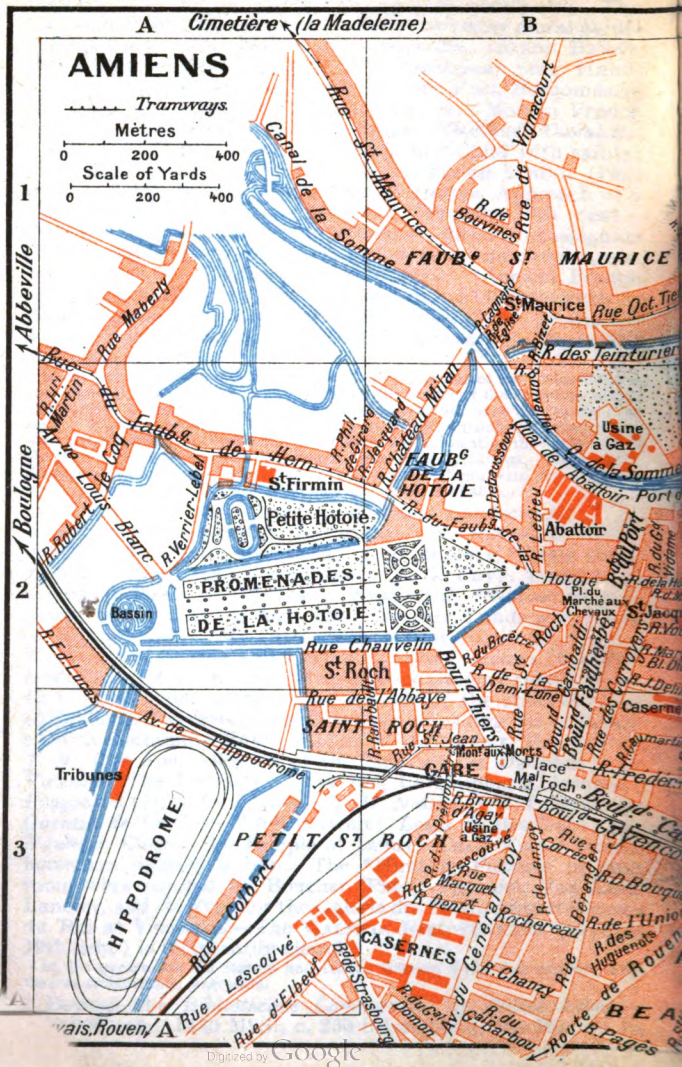

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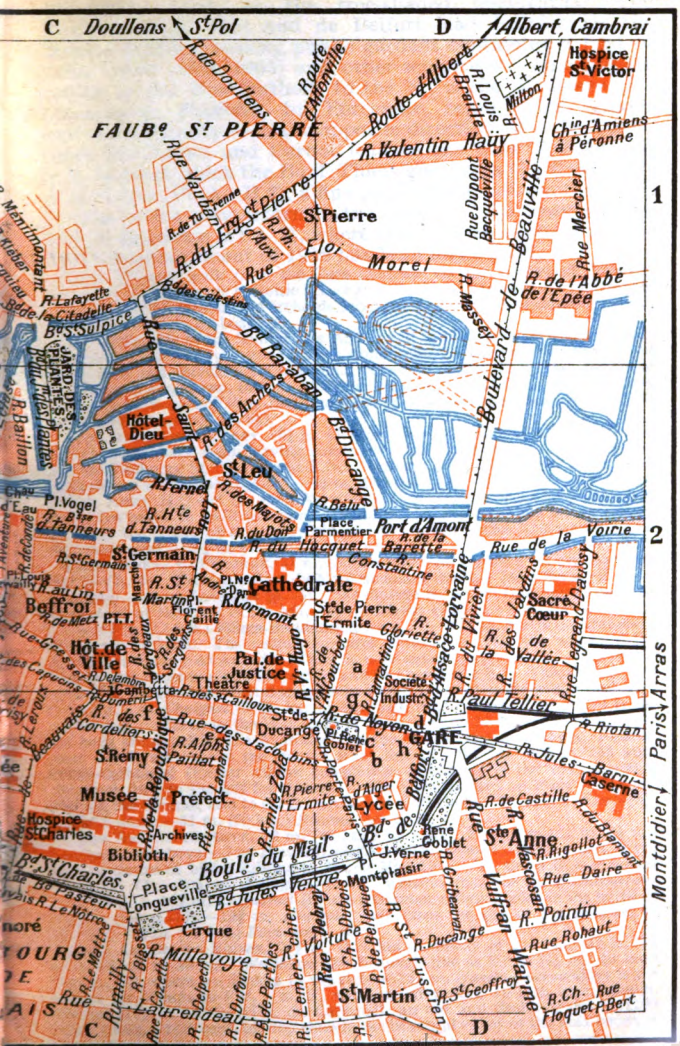

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République ends at the tree-shaded boulevards. The *Boulevards* du Mail and de Belfort lead E. towards the Central Station, passing public gardens containing a bust of Jules Verne (1828–1905) and other sculptures. In a private garden in the Rue Duthoit, to the N., is the *Monument des Illustrations Picardes*, by Forceville, representing famous natives of Picardy.—In the opposite direction (W.) the Boulevards St-Charles and Carnot lead to the *Gare St-Roch* (Pl. B 3), beyond which the Boul. Thiers goes on to the *Promenade de la Hotoie* (Pl. A, B 2), a fine public park.—From the Boul. St-Charles we may return to the centre of the town viâ the Rue de Beauvais (Pl. C 3), where the immense damage caused by the bombardment of 1918 has been made good.

About 20 min. walk from the Gare Centrale viâ the Boulevard d'Alsace-Lorraine and the Rue de la Voirie (Pl. D 2) lie the HORTILLONAGES, a remarkable region of market-gardens and orchards, irrigated by a network of canals (' rieux ') and accessible only by boat.

The **Battlefields** of the Somme, the Ancre, and the Santerre plateau are easily and quickly reached by motor-car from Amiens (see the road routes below); but pedestrians and travellers by rail would do well to make their headquarters at some more central town, such as Albert or Péronne. Short visits (½–1 day) may be paid to the fields of *Villers-Bretonneux* and *Moreuil*, which are readily accessible by railway (comp. pp. 76, 64).

FROM AMIENS TO ALBERT, 16¾ m. (27 km.) by road (railway, see p. 67). The straight switchback road, leaving Amiens viâ the Boulevard d'Alsace-Lorraine and the Faubourg St-Pierre, runs E.N.E. through a typical Picard landscape of chalk downs with wooded slopes.—4½ m. *Allonville* (l.).—7½ m. *Querrieu*, a former British Army H.Q.—8 m. *Pont-Noyelles*, on the *Hallue*, was the scene of an indecisive battle in 1870 (monument).—10 m. *Lahoussoye*.—11½ m. *Franvillers* (l.) is on the fringe of the battlefield of 1918, which comes into view at each successive crest.—16¾ m. (27 km.) *Albert*, see p. 68.

FROM AMIENS TO PÉRONNE, 31 m. (50 km.) by road (railway viâ Chaulnes, see pp. 76–77, 95). From the Gare du Nord we follow the Rue Jules-Barni (Pl. D 3; tramway).—2½ m. *Longueau* (p. 25). We diverge to the left from the Roye road (see below) at the crest of the hill.—5½ m. *Blangy Cabaret*.—8 m. *Bois-l'Abbé* (p. 77).—10¼ m. (17 km.) **Villers-Bretonneux**, see p. 76.—13½ m. *Warfusée-Abancourt*, destroyed in 1918. The rolling Santerre plateau (p. 76), the scene of the Australian victory of Aug. 8th, 1918, is now again in cultivation.—18¾ m. *La Flaque*, with cross-roads to *Proyart* (l.) and to *Framerville* (l.). This was the area of the 5th Army's last critical struggle in March 1918 before its withdrawal from the fight. At *Chuignes*, 3 m. left of the main road (railway, see p. 70) is the largest gun captured in the War (calibre 15 in., length 70 ft., range 24 m.). It has been presented by the Australians to the city of Amiens.—21⅞ m. *Foucaucourt* stood just behind the French front line of 1914–16.—26¾ m. (43 km.) **Villers-Carbonnel** (former village completely destroyed) is the road junction where we turn to the left for Péronne. The road straight on leads to (1½ m.) *Brie*, on the Somme, and to (17 m. farther) St-Quentin (p. 86).—28 m. *Éterpigny*, on the Somme.—31 m. (50 km.) *Péronne*, see p. 95.

FROM AMIENS TO ROYE, 26 m. (42 km.) by road. From Amiens to (2½ m.) *Longueau*, see above.—7 m. *Bois de Gentelles*.—10 m. *Domart* is in the valley of the *Luce*, a centre of bitter fighting in March–May 1918. To the N.E. is Hangard Wood (p. 77).—10½ m. *Hourges*.—14 m. *Mézières* (r.).—15 m. *Beaucourt-en-Santerre* (l.).—16¾ m. *Le Quesnel* (l.) was a German rallying-point in the battle of Amiens (see p. 77).—19¾ m. *Bouchoir*. We cross the site of the trenches of 1914–17.—26 m. (42 km.) *Roye*, see p. 95.

FROM AMIENS TO ROUEN, 72¾ m. (117 km.), railway in 2–4 hrs. (52 fr. 70, 35 fr. 60, 23 fr. 20 c.). We follow the Beauvais line as far as (6¼ m., 10 km.) *Vers* (p. 80), where we diverge to the right.—12½ m. *Namps-Quevauvillers* is the station for *Namps-au-Val*, ¾ m. S., with an interesting 11–12th cent. church. Beyond (19¼ m.) *Poix* (Hôt. du Cardinal), an old and declining town (1109 inhab.), with a 16th cent. hill-top church, the beautiful valley of the Poix becomes

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a gorge.—29¾ m. *Romescamps* ('Romans' Camp') was familiar to British troops as an overnight halt between the base and the front, and (31¼ m., 51 km.) **Abancourt** (*Buffet*), on the line from Paris viâ Beauvais to Le Tréport, was a railway centre of great importance to the British army, for which vast sidings were constructed.—At (34¼ m.) *Formerie* the Prussians were checked in 1870. Branch to Milly, see p. 83.—We traverse the Pays de Bray (comp. p. 3).—40¼ m. *Gaillefontaine* has a 13th cent. church.—At (44¼ m., 72 km.) **Serqueux** we intersect the main line from Dieppe to Paris (p. 3); and (56 m.) *Montérolier-Buchy* is a junction for Havre (p. 4).—70 m. *Darnétal*, an industrial town of 7463 inhab., with a tramway to Rouen, has two fine churches, the *Église de Carville* (1512–14), with a timbered belfry, and the *Église de Long-Paon*, of the 16th cent. (restored). A good view of Rouen opens on the right.—72¾ m. (117 km.) *Rouen*, see the *Blue Guide to North-Western France*.

From Amiens to Crépy-en-Valois (Compiègne, Soissons), 58¼ m. (94 km.), railway in c. 4 hrs. (42 fr. 35, 28 fr. 60, 18 fr. 65 c.; change at Estrée-St-Denis and Verberie). We diverge to the left from the Paris line at (5¼ m.) *Boves* (p. 25) and ascend the valley of the *Avre*.—8¾ m. *Thézy*. We cross the Luce (p. 63).—11¾ m. (19 km.) **Moreuil** (*Hôt. de la Croix-d'Or*), a small town partially destroyed in 1918, possesses now only the ruins of its interesting abbey church and old castle. This is a good starting-point for visits to the battlefields, including *Demuin* and *Hangard*, 4–5 m. N.E. (British front); *Plessier*, 3 m. S.E. (French front); and *Mailly-Raineval*, 2½ m. S.W., whence the enemy threatened the railway from Amiens to Paris. We continue to ascend the devastated valley of the Avre.—16¾ m. *Hargicourt-Pierrepont*.—22¼ m. (36 km.) *Montdidier*, see p. 94.—Near the head of the valley of the Trois-Doms we diverge to the left from the St-Just line (p. 94), and cross the plateau reconquered by Gen. Débeney's army in Aug. 1918.—36 m. (58 km.) **Estrées-St-Denis** (1556 inhab.), the domain of the beautiful Gabrielle d'Estrées, mistress of Henri IV, is the junction for Clermont and Compiègne (p. 25).—At (44 m.) *Longueuil-Ste-Marie*, where we intersect the line from Paris to Compiègne and Cambrai (see p. 84), are the house and statue of Le Grand Ferré (d. 1358), a herculean peasant who performed prodigies of valour against the English.—46¼ m. (75 km.) **Verberie**, an ancient town (1578 inhab.) and a residence of the Merovingian and Carlovingian kings (autocar to Villers-Cotterets, see p. 108).—49 m. *Béthisy-St-Pierre* is the station for *Néry*, 1¾ m. S.W., where on Sept. 1st, 1914, the British rearguard fought a brief but glorious skirmish, for which three V.C.'s were awarded.—Near (51¼ m.) *Orrouy-Glaignes* are important Gallo-Roman remains (2nd–3rd cent.) on the supposed site of *Rotomagus* or *Ratumacos*, a city of the Sylvanectes.—58¼ m. (94 km.) *Crépy-en-Valois*, see p. 107.

A light railway runs from St. Roch station, Amiens, to (36 m., 58 km. S.W.) *Aumale* (p. 83).

From Amiens to *Arras*, *Douai*, and *Valenciennes*, see Rte. 16; to *Beauvais* (*Paris*), see Rte. 18; to *Boulogne* and *Calais*, see Rtes. 8 and 7; to *Laon*, *Rheims*, and *Châlons*, see Rte. 17; to *Lille*, see Rte. 15; to *Paris*, see Rte. 8.

15. FROM AMIENS TO LILLE

The direct route is viâ Arras and Douai; but the route viâ Béthune, though longer and involving changes of train, has the interest of traversing the British 'back area' in Picardy and the front near La Bassée.

A. From Amiens to Lille viâ Douai

Railway, 79 m. (127 km.) in 2–2½ hrs. (57 fr. 20, 38 fr. 60, 25 fr. 55 c.). This is the express route.

From Amiens to (42¼ m., 68 km.) **Arras** and (57¾ m., 93 km.) **Douai**, see Rte. 16.—To the N. of Douai, we cross the river Scarpe.—59½ m. *Pont-de-la-Deûle*. On the left are the coal-mines of *L'Escarpelle*, with zinc foundries.—64 m. *Ostricourt* is a junction for Lens (p. 52).—67 m. *Libercourt* was much damaged in the great Allied air raid of Sept. 25th, 1916.—69½ m. *Phalempin*.—72 m. (116 km.) *Seclin* (Hôt. des

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Voyageurs), an industrial town (7182 inhab.) and a junction for *Templeuve* (p. 39), has the holy well of St. Piatus in the crypt of its ancient church.—79 m. (127 km.) **Lille**, see Rte. 10.

B. From Amiens to Lille viâ Béthune

RAILWAY, 93¾ m. (151 km.) in 6–7 hrs.; no through bookings. Carriages are changed at St-Pol.

ROAD, 69 m. (111 km.).—6¾ m. (11 km.) *Villers-Bocage*.—18½ m. (30 km.) **Doullens** (see below).—39½ m. (64 km.) **Arras** (p. 47).—50½ m. (81 km.) **Lens** (p. 52).—57¼ m. (93 km.) *Carvin* (p. 67).—69 m. (111 km.) **Lille** (p. 33).

On leaving Amiens we cross the Somme and its canal. From the plateau beyond (3⅜ m.) *Longpré-lès-Amiens* we command a fine rétrospect of the city and cathedral.—6¾ m. *Bertangles-Poulainville*.—10 m. *Flesselles* has a château of 1747. About 3 m. N. is *Naours*, with extensive caves, used as refuges in former wars (keeper near the church; fee). Some 28 underground streets have been excavated, with dwelling-caves, chapels, and refectories.—13 m. *Vignacourt*.—At (16¾ m.) *Canaples*, where we cross the *Nièvre*, we are joined by the railway from Longpré (p. 24).—24¾ m. *Gézaincourt* (to Albert, see below).

27½ m. (44 km.) **Doullens** (*Hôt. des Quatre-Fils-Aymon*; *de la Gare*; etc.) is a town (4428 inhab.) at the confluence of the Authie with the Grouches. The former *Hôtel de Ville*, with a graceful belfry, dates from the 15–17th cent.; the old *Citadel* is now a girls' school. Of the 13–15th cent. church of *St-Pierre* only an arcaded nave remains. The *Musée Lombart* contains some interesting antiquities and modern paintings.

Doullens was a typical 'British town' during the greater part of the War; and the *New Hôtel de Ville* was the scene of the conference (March 26th, 1918) at which the Allies decided to confide to Marshal Foch the supreme command on the W. front ("Cette décision sauva la France et la liberté du monde"). Later confirmation at *Beauvais*, see p. 80.

Lucheux, in a charming situation N.E., has a church of c. 1130, a picturesque belfry, and a ruined castle of the 12–17th centuries.

FROM DOULLENS TO ALBERT, 27½ m. (44 km.), light railway in 2–2½ hrs. (19 fr. 10, 14 fr. 75, 10 fr. 40 c.). Beyond (2½ m.) *Gézaincourt* (see above) the line traverses a hilly country, with many phosphate workings.—5 m. *Beauval*.—8 m. *Beauquesne* has the ruins of a 12th cent. castle.—13 m. *Louvencourt*.—16½ m. (26 km.) *Acheux-Varennes* (Hôt. du Grand-Cerf) was a British railhead, and the surrounding villages were 'rest-billets' for the Somme front. We enter the battle-zone near (20 m.) *Mailly-Maillet*, a village famed for the splendid portal of its Gothic church. About 2 m. E. is Beaumont-Hamel (p. 70).—23½ m. *Mesnil-Martinsart* is the station for Aveluy Wood (p. 70).—27½ m. (44 km.) *Albert*, see p. 68.

A branch-line from Doullens to (23 m.) *Arras* traverses featureless country, where, however, many villages have British cemeteries (Arras–Gommecourt front). *Autocar* from Doullens to Amiens, see p. 57.

Beyond Doullens the railway winds through hilly country. At (38¾ m.) *Frévent* (Hôt. d'Amiens), a small industrial town (4127 inhab.) where the British commander-in-chief had a château, we are joined by the line from Abbeville (see p. 24). From Frévent to Lens, see p. 54.

48½ m. (78 km.) **St-Pol**, see p. 46.

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Beyond St-Pol we begin a long ascent.—52¾ m. *Brias*, junction for Bully-Grenay (see p. 54).—57¼ m. *Pernes-en-Artois* was once an important town. In 1793 the insurrection called the 'Petite Vendée' broke out here, but was bloodily suppressed by Joseph Lebon (p. 47).—59½ m. *Calonne-Ricouart*.—62 m. *Vis-à-Marles* is the station for *Marles-les-Mines* (13,631 inhab.), the largest of the coalfields which escaped the German occupation. The mines were worked throughout the War, under occasional shell-fire directed at their conspicuous conical shale-heaps.—63¼ m. *Lapugnoy* lies between two wooded hills, *Le Marequet* and the *Bois des Dames*. The French achieved a tactical success in regaining this ground in Oct. 1914. Just E. of the Bois des Dames is *Hesdigneul*, where King George V met with an accident on Oct. 28th, 1915. From Lapugnoy a light railway runs to (2½ m.) Marles-les-Mines (see above).—At (66¾ m.) *Fouquereuil* (p. 56) the railway from Hazebrouck to Béthune comes in on the left.

68¼ m. (110 km.) **Béthune,** see p. 55.

The railway now runs beside the La Bassée Canal, emptied during the War by the destruction of its lock-gates, but now again navigable.—70¾ m. *Beuvry* (p. 55). We pass *Le Préol Château* among the marshes on the right; and on the same side Annequin Fosse (p. 55) is conspicuous.—73¾ m. *Cuinchy* station (village, see p. 55) adjoins the bridge of *Pont-Fixe*. 'Vauxhall Bridge' and 'Westminster Bridge' are farther W.

A road runs N. from the station viâ (½ m.) *Windy Corner* (Guards' Cemetery) to (1 m.) **Givenchy-lez-la-Bassée** and (1½ m.) **Festubert,** among the most famous places on the British front. Givenchy, where a slight ridge breaks the desolate expanse of the Lys plain, was a 'key position' and a pivot of the retreat of April 1918. It should be distinguished from Givenchy-en-Gohelle (p. 51). Festubert was first brought into prominence by a disastrous Indian attack in Dec. 1914. The later British attacks of May 9–26th, 1915, known as the BATTLE OF FESTUBERT, broke down with losses which betrayed the need for more high-explosive shells.—Another road ('Harley Street') leads S. from Cuinchy station to (¾ m.) *Cambrin* (p. 55).

75½ m. *Violaines* is the station for Auchy (p. 55), on the right. Branch-railway to Bully-Grenay, see p. 54. The railway triangle here, with its arm of the canal, was situated immediately behind the German front line, formed by the Brickstacks (p. 55).

77 m. (124 km.) **La Bassée,** an industrial town of 3406 inhab. situated at the head of the canal from Aire, first cut in the 13th cent., was seized by the Germans in Oct. 1914 (Battle of La Bassée), and remained for nearly four years one of the strongest points in their battle-front. The entrances from all directions were lined with huge 'pill-boxes,' most of which have now been blown up. Three successive lines of trenches covered the town, of which the strongest, including the villages of Aubers and Fromelles, was the objective of many British attacks.

Through La Bassée, in 1708–11, ran the trenches of Villars, which proved impregnable by frontal assault, and led to a stalemate between the French army and that of Marlborough, who was advancing from the conquest of Flanders.

In 1914–18 the positions were reversed. Held by Prince Rupprecht of Bavaria's army, La Bassée formed a small salient in the German front, covering the railway systems of Lille and the adjacent coalfield. British patrols entered the ruins in Oct. 1918.—*Salomé*, 1½ m. E., while a German railhead, was the scene of a great explosion in 1918.—To the S.E. lies *Carvin*.

The main road running N. from La Bassée to (8½ m.) *Estaires* (p. 28) passes close to (4 m.) **Neuve-Chapelle**, captured in the battle of March 10–12th, 1915, when, however, the *Aubers Ridge* (2 m. E.) was not secured. The intense artillery preparation here was the earliest of its kind, and the British front was carried forward a mile at a cost of 13,000 casualties. The shell-torn *Bois du Biez*, ½ m. S.E., marks the limit of the advance. To the S.W. are *Richebourg-l'Avoué* and *Richebourg-St-Vaast*, in a fruit-growing district, on the road to Béthune (p. 55). At the S.E. corner of the cross-roads, midway between La Bassée and Laventie, is the *Indian Memorial* (by Sir Herbert Baker), comprising a sanctuary, with a monolithic column recalling the columns of Asoka, the famous Buddhist emperor of India (3rd cent.), and a wall inscribed with the names of the 4847 missing Indian soldiers.

The road running S. from La Bassée to (8 m.) *Lens* (p. 52) traverses the battlefield of Loos, passing (3½ m., l.) *Hulluch* (see p. 53). Beyond this a by-road leads to (2 m., r.) *Loos* (p. 53).

Leaving the Aubers Ridge (see above) on the left, we now quit the battlefield.—82 m. *Don-Sainghin*, a former German railhead, is the junction for Lens (p. 52).—83¾ m. *Wavrin*, junction for Armentières (p. 29).—86¾ m. *Haubourdin* is connected by tramway with Lille and by a branch-railway with St-André (p. 30).—87½ m. *Loos* has an old Cistercian abbey, now a prison.—93¾ m. (151 km.) **Lille**, see Rte. 10.

16. FROM AMIENS TO DOUAI AND VALENCIENNES

Railway, 80 m. (129 km.) in 2½–4 hrs. (58 fr. 10, 39 fr. 25, 25 fr. 55 c.; change at Douai); to *Albert*, 19½ m. (31 km.) in ¼–1 hr. (13 fr. 95, 9 fr. 45, 6 fr. 15 c.); to *Arras*, 42¼ m. (68 km.) in 1–2 hrs. (30 fr. 65, 20 fr. 70, 13 fr. 50 c.); to *Douai*, 57¼ m. (93 km.) in 1½–3 hrs. (41 fr. 90, 28 fr. 30, 18 fr. 45 c.).

Road, 65¾ m. (106 km.).—Amiens to (16¾ m., 27 km.) **Albert**, see p. 63.—Albert to (28½ m., 46 km.) **Bapaume**, see p. 69.—Bapaume to (46½ m., 75 km.) **Cambrai**, see p. 100.—55½ m. (89 km.) *Bouchain* (p. 102).—65¾ m. (106 km.) **Valenciennes** (p. 40).

Amiens, see Rte. 14. The railway joins the line from Paris to Lille E. of the town, and ascends the marshy valley of the Somme, crossing the river several times.—Beyond (10 m.) *Daours*, which stands at the confluence of the Somme and the *Hallue*, we enter the area of rebuilding.

9½ m. (15 km.) **Corbie** (*Hôt. de la Poste*), a market-town (4542 inhab.) much damaged in 1918, lies between the branching valleys of the Somme and the Ancre. The church of *St-Étienne* (12–16th cent.) and the more important church of *St-Pierre* (18th cent.) are both relics of a noted Benedictine abbey, founded in 657. The latter stands roofless, an imposing ruin. The suburb of *La Neuville*, on the right bank of the Ancre, has a 15–16th cent. church with a remarkable sculptured portal.

In March–June 1918 the whole region to the E. was devastated, the most notable points on the front being *Sailly-le-Sec* (4 m. E.N.E.), *Hamel* (3 m. E.S.E.), and *Vaire Wood* (3 m. S.E.). The road from Corbie to (11 m. E.) Bray-sur-Somme affords views of the battlefield.—The famous German airman, Freiherr von Richthofen, was brought down here on April 23rd, 1918

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The railway now runs beside the *Ancre*, which like the Somme flows through a marshy valley.—12½ m. *Heilly*.—Beyond (14¼ m.) *Méricourt-Ribemont* the river divided the armies in March–Aug. 1918.—15½ m. *Buire-sur-l'Ancre*, for *Morlancourt*, 2 m. S.E., and *Dernancourt*, 2 m. N.E., once a British railhead ('Edge Hill') and hospital centre.

19¼ m. (31 km.) **ALBERT** (*Grand-Hôtel*, R. from 20 fr.; *Hôt. de France*; *de Paris*; *Trianon*; *de la Paix*), on the *Ancre*, formerly a little red-brick town (6493 inhab.) manufacturing bicycles and sewing-machines, was left by the War with scarcely a wall rising breast-high above heaps of débris. It has now been completely rebuilt on a regular plan. The town, known as 'Ancre' until 1619, assumed its present name in honour of Charles Albert, Duc de Luynes, to whom Louis XIII presented it. Albert may be made a centre for visiting the battlefield of the Somme.

In the Place d'Armes, 1 min. S. of the station, the Byzantine basilica of *Notre-Dame-de-Brebières*, in stone and brick, is approaching completion on the site of the old basilica (1885–95), which was destroyed in the War. The former church tower was surmounted by a gilded bronze statue of the Virgin and Child, the support of which was so injured by a shell on Jan. 15th, 1915, that the figure bent face downward over the ruined square, as if watching the marching columns below. The superstition among British troops that the fall of this 'Leaning Virgin' would betoken the immediate end of the War was disproved by the destruction of church and tower together in March 1918. The figure has disappeared, and a reproduction is to be set up.

ALBERT DURING THE WAR. On Sept. 29–30th, 1914, during the 'race to the sea,' Gen. Maud'huy's 10th French Army, with British cavalry, recaptured Albert; and the enemy established himself in strong positions on the slopes of successive chalk ridges to the E., the front line being 1¾ m. from the town. For a long while the tranquillity of this front, held by the German 2nd Army under Otto von Below, was disturbed only by mining warfare; but in March 1916 the French were relieved by British troops in preparation for the great Allied attack astride the Somme. During the last week of June a bombardment of hitherto unequalled intensity prepared the way for the assault, which followed the explosion of numerous mines at 7.30 a.m. on July 1st, 1916.

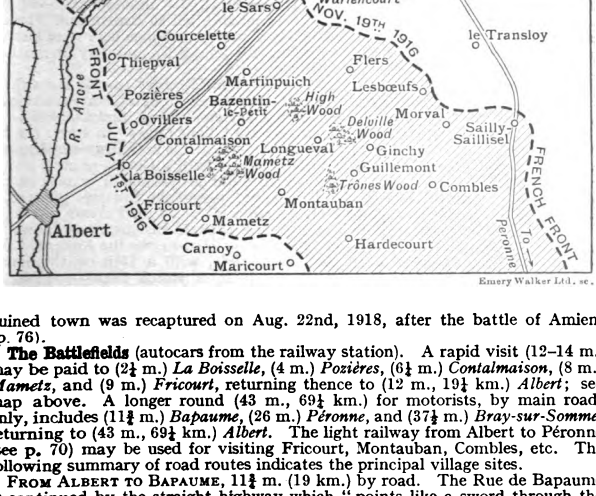
The first phase of the **Battle of the Somme** resulted in a rapid gain of ground by the French on both banks of the river; a British success opposite Albert (4th Army front), where Mametz and Montauban were captured with 2000 prisoners; and a severe check on the left (4th and 3rd Army fronts), at Thiépval, Beaumont-Hamel, and Gommecourt. "When the sun set upon that bloody day—probably the most stirring single day in the whole record of the world—the higher command of the Allies must have looked upon the result with a strange mixture of feelings, in which dismay at the losses in the north and pride at the successes in the south contended for the mastery."

The 5th Army, hitherto in reserve, now joined with the 4th in exploiting the advance E. of Albert; and in successive attacks Fricourt and La Boisselle fell on July 2nd, Contalmaison on July 10th, Trônes Wood, Longueval, and the two Bazentins on July 14th, Ovillers on the 16th, and Pozières on the 25th. An obstinate and bloody struggle ensued for the ridges overlooking Bapaume, and Guillemont, Ginchy, and High Wood, in the second main system of the enemy defences, were fought for yard by yard. On Sept. 15th, 1916, when tanks were employed for the first time, Flers, Martinpuich, and Courcelette were taken. Morval and Lesbœufs fell on the 25th; and next day the capture of Combles

and Thiépval widened the breach in the German line, the third defensive system being now penetrated. The autumn rains, however, fell earlier than usual, and no progress could be made beyond Le Sars, while the Butte de Warlencourt (p. 70) defied local attacks. Meanwhile the French army of Fayolle, advancing but slowly after its first successes, was held up at the gates of Péronne.

In the BATTLE OF THE ANCRE (1916), a brief operation on Nov. 13–15th, the 5th British Army successfully cut off the 'nose' of the German line N.E. of Albert and secured Beaumont-Hamel, Beaucourt, and St-Pierre-Divion, with 7000 prisoners, making a total of 38,000 captured since July 1st, with 125 guns.

The enemy was now at a local disadvantage, and after the winter of 1916–17 he withdrew to man the powerful Hindenburg Line (p. 100) in front of Cambrai and St-Quentin. The devastated zone was reorganized for transport purposes, and rebuilt with small cities of 'Nissen' and other huts; but on March 21st 1918, the great German offensive (p. 86) threw the line once more into flux. The 3rd and 5th Armies were driven back; Bapaume and Péronne were lost on the 24th, and after three days of rearguard fighting Albert fell on the 27th. On April 4th the enemy claimed the capture of 90,000 prisoners and 1300 guns. Massed attacks were, however, defeated on the slopes W. of Albert, and the



ruined town was recaptured on Aug. 22nd, 1918, after the battle of Amiens (p. 76).

The Battlefields (autocars from the railway station). A rapid visit (12–14 m.) may be paid to (2½ m.) *La Boisselle*, (4 m.) *Pozières*, (6½ m.) *Contalmaison*, (8 m.) *Mametz*, and (9 m.) *Fricourt*, returning thence to (12 m., 19½ km.) *Albert*; see map above. A longer round (43 m., 69½ km.) for motorists, by main roads only, includes (11¾ m.) *Bapaume*, (26 m.) *Péronne*, and (37½ m.) *Bray-sur-Somme*, returning to (43 m., 69½ km.) *Albert*. The light railway from Albert to Péronne (see p. 70) may be used for visiting Fricourt, Montauban, Combles, etc. The following summary of road routes indicates the principal village sites.

FROM ALBERT TO BAPAUME, 11¾ m. (19 km.) by road. The Rue de Bapaume is continued by the straight highway which "points like a sword through the heart of the enemy positions." *Usna Hill* and *Tara Hill* are N. and S. of the road respectively.—2½ m. **La Boisselle** is notable for the huge craters of the mines exploded here on July 1st, 1916, at the outset of the great battle of the Somme, for which they served as signal. The *Small Mine* is beside the main road, and the *Large Mine* (100 yds. across) is ¼ m. S. by footpath, near the head of *Sausage Valley*. *Mash Valley* lies between La Boisselle and *Ovillers*, to the N.; and to the S., in its fringe of trees, is *Bécourt*, with a former château.—We ascend the main road to (4½ m.) **Pozières**, on the ridge conquered by the Australians in July 1916. In the British military cemetery is the British national *Pozières*

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Memorial to 14,691 missing. Other monuments include that to the Royal Tank Corps.—4¼ m. *Pozières Windmill* (l.).—5¼ m. *Courcelette* sugar refinery (l.); *Martinpuich* (r.).—7½ m. *Le Sars*, for *Eaucourt-l'Abbaye*, 1 m. S.E.—Prominent on the right is (8 m.) the **Butte de Warlencourt,** a tumulus 50 ft. high, which held up the advance on Bapaume in Nov. 1916 (monuments).—11¼ m. (19 km.) *Bapaume*, see p. 71.

From Albert to Le Transloy, 13 m. (21 km.) by road. We diverge to the right from the foregoing route at (2½ m.) *La Boisselle*.—4 m. *Contalmaison* was wrested from the Prussian Guard on July 10th, 1916.—5 m. **Mametz Wood** (200 acres) lies on the right of the road, sloping into *Caterpillar Valley*.—6 m. *Bazentin-le-Petit* (l.).—6½ m. *Bazentin-le-Grand* (r.). On the hill to the N.E. is **High Wood** (*Bois des Foureaux*), the prize of a long and bitter struggle in July–Sept. 1916 (monuments).—7½ m. *Longueval*, with **Delville Wood** (S. African Memorial). To the N. is *Flers*, captured in the first attack with tanks (Sept. 15th, 1916).—9 m. *Ginchy*, taken by Irishmen.—11 m. *Lesbœufs*, the scene of the Guards' attack on Sept. 15th, 1916 (monument unveiled in 1928).—13 m. (21 km.) *Le Transloy*, on the main road from Bapaume to Péronne (p. 96), a large village with sugar refineries, was completely destroyed in the struggle. Bapaume (p. 71) is now 3¾ m. (6 km.) N.W.

From Albert to Combles, 11¼ m. (19 km.) by road (light railway, see below). Leaving Albert viâ the Rue de Péronne, we skirt the 'Happy Valley' (r.).—2 m. *Bécordel* (r.).—We turn to the left into (4 m., 6½ km.) **Fricourt,** a fortified village in an angle of the German line, which fell to the British attack on July 2nd, 1916. Close by is King George's Hill. Light railway to Albert, see below.—6 m. *Mametz*, the scene of the British success of July 1st, 1916, when (7½ m.) *Montauban* also fell.—8¾ m. (14 km.) **Trônes Wood** (l.; monuments).—9½ m. *Guillemont*.—11¼ m. (19 km.) **Combles** (1017 inhab.), fell to British and French on Sept. 26th, 1915. The fortified cellars and quarry workings here were known as *The Maze*. Péronne (p. 95) is now 6½ m. (10½ km.) S.E., and may be reached viâ (2¼ m.) *Rancourt* (p. 96).

The main road from Albert to (15½ m., 25 km.) *Péronne* (p. 95) runs S. of Fricourt and Mametz, through (8 m.) *Maricourt*.—A light railway runs from Albert to (26¾ m., 43 km.) *Péronne* viâ Fricourt, Montauban, and Combles.

From Albert to Montdidier, 37¼ m. (60 km.), light railway in 4 hrs. (26 fr., 20 fr. 10, 14 fr. 20 c.).—5 m. *Fricourt* (see above).—10 m. (16 km.) **Bray-sur-Somme,** only 5½ m. from Albert by road, is a large village with a Gothic church-tower, much damaged in 1918. This was a critical point in the March retreat of the 3rd and 5th Armies.—We cross the Somme and ascend the Santerre plateau.—13¾ m. *Chuignolles* (for Chuignes, 2 m. E., see p. 63).—15 m. *Proyart* (p. 63).—17½ m. *Harbonnières* was captured on Aug. 8th, 1918, in the surprise advance of Australians and cavalry.—At (19¾ m.) *Rosières* (p. 77) we cross the Amiens–Laon railway.—22½ m. *Caix-Vrély*, on the Luce. *Caix*, with a 15th cent. church, was a British rallying-point in the great retreat of March 1918.—25½ m. *Le Quesnel-Beaufort*. We cross the Avre.—31 m. *Davenescourt*.—37¼ m. (60 km.) *Montdidier*, see p. 94.

From Albert to *Doullens*, see p. 65.

Beyond Albert the railway continues to ascend the devastated (and partly flooded) valley of the Ancre, presently skirting *Aveluy Wood* (600 acres), which covers a spur with a sharp declivity to the river. After heavy fighting the German advance was checked here in March–April 1918. On the opposite bank of the river (r.) stood **Thiépval** (490 ft.), one of the fortresses of the German front in Picardy, eventually ruined beyond the possibility of restoration. The British national memorial to the missing (begun in 1928) will bear 73,300 names. The heroic but fruitless advance of the Ulster Division (July 1st, 1916) is commemorated by a replica of Helen's Tower at Clandeboye in County Down. Twenty-five French villages have vanished from the map in this region.—24¼ m. (39 km.) *Beaucourt-Hamel* is the station for **Beau-**

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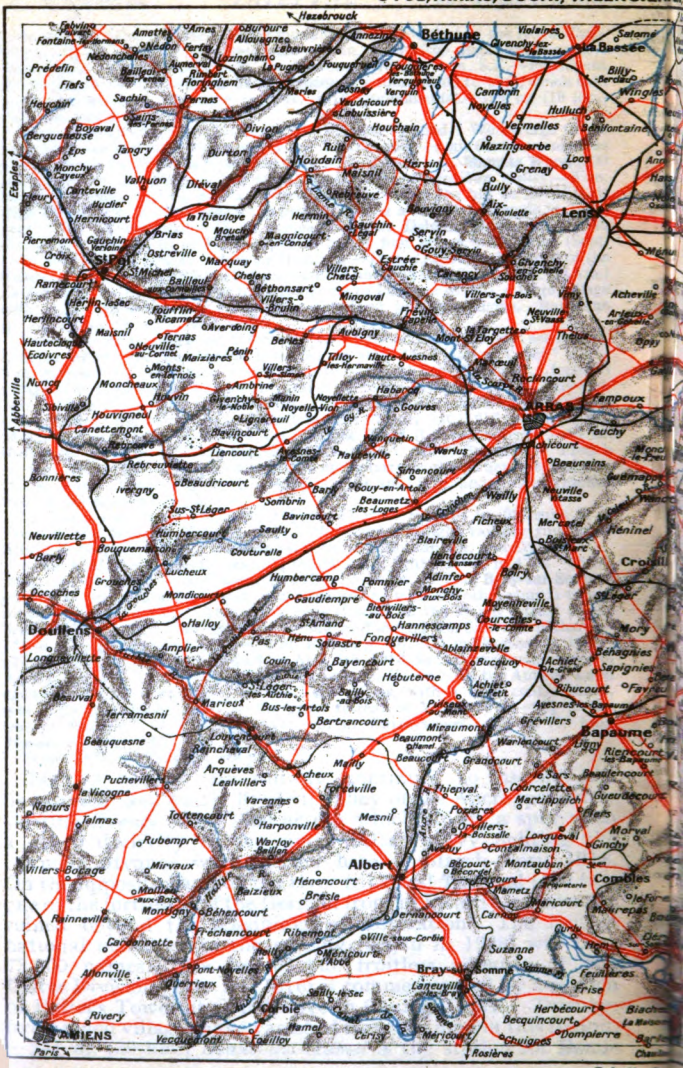

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Lille
Tournai
Pont-à-Marcq
Marcq
Orchies
Marchiennes
DOUAI
Waziers
Flers
Auby
Lallaing
Anhiers
Vred
Rieulay
Scarpe
Raimbeaucourt
Bouvignies
Auchy
Bersée
Nomain
Howardries
Rongy
Mauldre
Flines
Wiers
Templeuve
Bellicourt
Roisel
Vermand
Epehy
Peronne
Cartigny
Ham
St Quentin
Bohain
Le Catelet
Gouy
Villers-Outréaux
Malincourt
Walincourt
Clary
Bantouzelle
Montigny
Caullery
Ligny
Troisvilles
Le Cateau
Reumont
Meurcourt
Vaux-Andigny
Busigny
Mennevret
Montbrehain
Fresnoy-le-Grand
Etreux
Fonsomme
Longchamps
Essigny-le-Petit
Vendelles
Pontruet
Levergies
Magny-la-Fosse
Jonçourt
Nauroy
Viviers
Hesbecourt
Ilevilly
Beancourt
Hargicourt
Estrées
Bellicourt
Templeux-le-Guérard
Templeux-la-Fosse
Ronssoy
Villers-Faucon
Liéramont
Aizecourt
Longavesnes
Allaines
Mt-St-Quentin
Bussigny
Marquaix
Fresnes
Quiry
Sorel
Nurlu
Manancourt
Sauvlencourt
Fins
Ytres
Neuville-Bourjonval
Metz-en-Couture
Gouzeaucourt
Villers-Guislain
Gonnelieu
Banteux
Villers-Plouich
Beaucamps-les-Cambrai
Havrincourt
Trescault
Rocquigny
Equancourt
Inchy
Fontaine-Notre-Dame
Proville
Anneux
Cantaing
Noyelles
Marcoing
Masnières
Crèvecœur
Rumilly
Wambaix
Fontaine-au-Pire
Caudry
Esnes
Lesdain
Nièrgnies
Awoingt
Beauvois
Béthencourt
Montay
Viesly
Quiévy
Beaurain
Solesmes
Cagnoncles
Carnières
Caunoir
Proville
Ramillies
Sailly
Raillencourt
Cambrai
Abancourt
Epinoy
Sauchy-Lestrée
Marquion
Sauchy-Cauchy
Saudemont
Récourt
Pallueul
Estrun
Baralle
Dainville
Agnicourt
Noyelles-sur-Escaut
Sailly-en-Ostrevent
Bugnicourt
Arleux
Hamel
Flesquières
Graincourt
Doignies
Beaucamps-les-Cambrai
Haynecourt
Rubecourt
Lesdain
Villers-Plouich
Banteux
Gonnelieu
Villers-Guislain
Gouzeaucourt
Metz-en-Couture
Neuville-Bourjonval
Ytres
Sorel
Nurlu
Manancourt
Sauvlencourt
Fins

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mont-Hamel, 1½ m. N.W., amid ravines, where likewise the attack failed on July 1st, 1916, after the explosion of an immense mine (crater 150 yds. long, 100 yds. wide, and 80 ft. deep). On Nov. 13th the site was captured in the battle of the Ancre (p. 69). A monument to the 51st (Highland) Division stands here. *Beaucourt* is near the station, and *St-Pierre-Divion* just S., on the opposite bank of the river.

About 2 m. N.E. of Beaumont-Hamel, on a bleak ridge, stood the fortified hamlet of *Serre*; and farther N.W. (2½–3½ m.) are *Hébuterne* and **Gommecourt,** rival fortresses in the old British and German front lines respectively. Many British cemeteries witness to the tragic assault upon Gommecourt on July 1st, 1916.

The railway crosses the Ancre, passing the site of *Grandcourt* (r.).—27½ m. *Miraumont* is an alternative station for Gommecourt (5 m. N.W., viâ *Puisieux-au-Mont*). We ascend the plateau which separates the basins of the Scheldt and the Somme.—31 m. (50 km.) **Achiet,** a 'feeder' of the German front and a strategic goal of the British attacks in July 1916, is the junction for Bapaume.

FROM ACHIET TO MARCOING, 20½ m. (33 km.), light railway in 1½–2 hrs. (12 fr. 10, 9 fr. 70, 7 fr. 25 c.).—1½ m. *Bihucourt* is the station for *Grévillers* and *Loupart Wood*, to the S.—2½ m. *Biefvillers*.—4½ m. (7 km.) **Bapaume** (2947 inhab.; Hôt. Sheffield, R. from 12 fr., L. or D. 15 fr.) was before the War a market-town noteworthy for the massive tower of the church of St-Nicolas (1550–77), the Hôtel de Ville of the Spanish period, and a statue of Gen. Faidherbe (p. 34), who inflicted a smart defeat on the Prussians N. of the town in Jan. 1871. Philip Augustus was married here in 1180 to Isabella of Hainault. At the opening of the battle of the Somme Bapaume was 9 m. behind the German front, and it was successfully defended against the British advance; but it was mined and abandoned the following spring (March 1917), recaptured with much material in the great German offensive a year later (First Battle of Bapaume), and finally regained by New Zealanders (Aug. 29th, 1918). The operation of Aug. 21st–Sept. 1st, 1918, in which the 3rd and 4th British Armies drove 35 German divisions across the Somme battlefield, capturing 34,000 prisoners, has been designated the SECOND BATTLE OF BAPAUME. The town, which was levelled during the war, has been completely rebuilt.—AUTOCARS ply to *Péronne* in 1 hr. (9 fr.) and to *St-Quentin* in 2 hrs. (15 fr.); and twice daily except Fri. viâ Croisilles to *Arras* in 3 hr. (9 fr.).—From Bapaume by road to *Albert*, see p. 69; to *Arras*, see p. 51; to *Péronne*, see p. 96; and to *Cambrai*, see p. 100.

At (7½ m., 12 km.) *Frémicourt* the railway intersects the main road to Cambrai. 8½ m. *Beugny*.—10½ m. *Vélu* is a junction for a branch-line to Epéhy and Roisel (St-Quentin), see p. 97.—We begin to descend; on the right is the deep *Grand Ravin*.—Beyond (13½ m.) *Hermies*, with extensive 'souterrains' beneath its ruins, we cross the CANAL DU NORD, which here intersected the Hindenburg defences in 1917–18. The canal, which was under construction in 1914, forms a trench 100 ft. deep with shattered masonry; it connects the Sensée canal at Arleux (p. 74) with the Somme at Péronne (p. 95).—We reach the Cambrai battlefield at (15½ m., 25 km.) *Havrincourt*, S. of which is *Havrincourt Wood* (900 acres).—The battle of Havrincourt (Sept. 1918) was one of the preliminaries to the general attack on the Hindenburg Line (comp. p. 100).—17½ m. *Flesquières* village formed an obstacle in the battle of Cambrai, Nov. 20th, 1917 (comp. p. 100).—20½ m. (33 km.) *Marcoing*, see p. 97.

Beyond Achiet we cross a rolling plateau always treeless, and now largely covered with rank sword-grass. On the right, 2 m. distant, is the Arras–Bapaume road (p. 51).—33½ m. *Courcelles-le-Comte* is seen on the left.—36½ m. (59 km.) *Boisleux*.

FROM BOISLEUX TO CAMBRAI, 28½ m. (46 km.), light railway in 2½ hrs. (16 fr. 5, 12 fr. 85, 9 fr. 65 c.).—2½ m. *Boyelles*, on the Arras-Bapaume road (p. 51).—We

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cross the Sensée below (5 m.) *St-Léger*, memorable for the 3rd Army's defence in the 'March retreat' of 1918.—6½ m. *Croisilles*, see p. 51.—8 m. *Écoust-St-Mein* had a fine Gothic church of 1545. We pass Bullecourt (p. 51) on the left.—11¾ m. *Quéant* was a village-fortress at the junction of the Hindenburg and Wotan Lines (p. 50).—13½ m. *Inchy* and **Mœuvres**, 2 m. S.E., were likewise fortresses. Bourlon Wood rises behind them. Near (16 m.) *Marquion*, on the Arras–Cambrai road, the scene of a Canadian victory in Sept. 1918, we cross the Canal du Nord (see p. 71).—21¾ m. *Bourlon*, at the N.W. corner of the high-lying **Bourlon Wood** (370 ft.), is remembered for the stirring events of Nov. 20–30th, 1917, when Gen. Byng's 3rd Army made its surprise attack before Cambrai (see p. 100).—24½ m. *Fontaine-Notre-Dame* was the nearest village to Cambrai secured in the advance.—28½ m. (46 km.) *Cambrai*, see p. 97.

Beyond Boisleux we traverse a cutting, after which extensive views are obtained of the desolate plateau to right and left. At some points the outline of the former front is still marked by mine-craters.

42¼ m. (68 km.) **Arras**, see p. 47.

We diverge to the right from the Lens railway at the Railway Triangle (p. 51) and skirt the marshy S. bank of the Scarpe, traversing *Feuchy* and crossing the river at *Fampoux*.—47¾ m. *Rœux*, see p. 51.—Near (50¼ m.) *Biache-St-Vaast* vast new lakes were formed in the valley of the Scarpe by inundations during the War.—52 m. *Vitry*.—Beyond (53½ m.) *Brebières* we join the railway from Lens to Douai (p. 54).—54½ m. *Corbehem*.

57¾ m. (93 km.) **DOUAI** (28,006 inhab.), on the canalized river *Scarpe*, is an industrial centre and garrison town of historic interest, surrounded by a considerable coalfield with many foundries. The university founded by Philip II in 1562 was transferred to Lille in 1887, and the ramparts were demolished in 1891, but the town retains many old houses.

Hotels. DE PARIS, Grand' Place (Pl. B 3), R. 15–40 fr., L. or D. 11 fr.; DE LA GARE, opp. the station (Pl. C 2), R. 12–30 fr., L. or D. 12 fr.; BUFFET-HÔTEL (Pl. C 2), at the station; DU GRAND-CERF, 20 Rue St-Jacques (Pl. B 2, 3), R. 10–20 fr., L. 11, D. 12 fr.; ST-JACQUES, Place Carnot (Pl. B, C 2); DU SOLEIL, 42 Rue du Canteleux (Pl. B, C 3); DE FLANDRE, Place Carnot (Pl. B, C 2); DU DAUPHIN, Grand' Place.

Restaurants. *Aux Palmiers*, 40 Rue St-Jacques; *de la Terrasse*, Terrasse St-Pierre.

Post Office (Pl. B 3), 20 Rue Léon-Gambetta.—SYNDICAT D'INITIATIVE at the Hôtel de Ville.

History. Under the earliest Counts of Flanders Douai (Rom. *Duacum*) was a place of some note. In 1479, after the death of Charles the Bold, Louis XI fruitlessly besieged the town, whose resistance is celebrated yearly in the 'Fête du Gayant' (p. 74). Douai was later held successively by the French and the Spaniards; in 1710 it surrendered to Marlborough after a resistance of 52 days. It was retaken by Villars in 1712, and restored to France by the Treaty of Utrecht. Douai was the headquarters of English Roman Catholicism during the reigns of Queen Elizabeth and James I. A college was founded by Cardinal Allen in 1568 for the training of 'seminary priests,' many of whom returned to England by stealth and paid the penalty with their lives. The Roman Catholic English translation of the scriptures, comprising the Old Testament first published here in 1610 and the New Testament published at Rheims in 1582, is known as the 'Douay Bible.'—Among the natives of Douai were Jean Bologne, better known as Giovanni da Bologna (1524–1608), the sculptor, and Jean Bellegambe (d. about 1540), the painter.

DOUAI DURING THE WAR. Douai remained in German occupation, almost undamaged, until the British advance to its gates in Sept. 1918. It was evacuated on Oct. 17th, when several quarters were mined and many houses set on fire.

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A short street (tramway) leads S.W. from the station to the long *Place Carnot*, bordered by schools and barracks. In the Rue Fortier, which opens to the W., is the **Musée** (open free on Sun., 11–4; weekdays 9–5 on application to concierge), in the reconstructed buildings of a former Jesuit college, with an interesting picture-gallery (French and Flemish schools), sculptures, antiquities, and natural history and ethnographical collections. The Musée was pillaged in 1918.

Ground Floor. MUSÉE DOUAISIEN, on the left of the entrance.—ARCHÆOLOGICAL GALLERY: Tombstone of Charles I de Lalaing (1466–1525); *Tomb of Charles II de Lalaing (1506–58); good examples of the 16th cent. French school; Renaissance furniture, church utensils, ceramics, etc.—MUSÉE BERTHOUD (opening from the vestibule): Ethnographical collections.—SCULPTURES: *Renaissance groups and figures, notably by *Giovanni da Bologna*; *Donatello*, Ecce Homo; modern works by *Meunier* and *Carpeaux* (note Carpeaux's 'Hercules and Antaeus').

First Floor. PICTURE GALLERY: *Corot*, Italian landscape; *David*, Portrait of Mme Tallien; *Rubens*, *Pan and Ceres; *Jordaens*, Portrait of an old man; *Huysmans*, Landscapes; *J. de Momper*, Landscapes; *Van Minderhout*, Harbour Scene; *J. C. Cuyp*, Interior; *J. Ravenstein*, Portrait of a man; *Van Dyck*, Prometheus; *Jean Bellegambe*, *Wings of an altarpiece (polyptych) painted in honour of the Immaculate Conception (1526); Wings of a triptych from the church of St-Jean-en-Ronville, Arras; *Jules Breton*, Women mending nets; *H. Harpignies*, Seascape; *G. Marionez*, Seascape.

Second Floor. NATURAL HISTORY MUSEUM, one of the most interesting in France.—The *Public Library* (founded in 1767; many early MSS., including a Biblia Pauperum, a Book of Hours of Sir Thomas More, the author of 'Utopia,' with an autograph dedication to his friend John Fisher, Bishop of Rochester, the Opus Tertium of Roger Bacon, etc.) occupies the first floor of the old buildings, of the Jesuit college.

In the Rue St-Jacques, which runs S. from the Place Carnot to the older quarters of Douai, is the church of *St-Pierre*, with a curious dome and a massive 15th cent. W. tower, the most prominent feature of the town. From the Place d'Armes, or Grand' Place (Pl. B 3), the Rue de Valenciennes leads E. to the church of **Notre-Dame** (Pl. C 3), a Gothic building (13–15th cent.) with a modern façade. In the sacristy (closed 12–2) is the **Altarpiece of Anchin*, a famous polyptych painted by Jean Bellegambe for Charles Coguin, abbé of Anchin (1511–46), remarkable for its wealth of imagination and delicate elaboration of detail. The nine outer panels represent Christ enthroned, flanked by the kneeling Virgin, the donor presented by his patron saint Charlemagne, and the monks of Anchin led by St. Benedict. The five inner panels depict the Trinity surrounded by the Church Triumphant. Beyond the church is the *Porte de Valenciennes* or *Porte de Vacqueresse* (1453; inscription).

The Rue de la Mairie, the busiest street in Douai, leads W. from the Grand' Place to the river, passing the **Hôtel de Ville** (Pl. B 2), a fine Gothic building, the right wing of which is mainly of the 15th cent., while the left wing dates from 1857. The façade is divided into two parts by a typical five-storied Flemish *Belfry* (14–15th cent.), 151 ft. high, surmounted by a gilt bronze lion bearing the banner of Flanders. The chimes play the 'Air du Gayant,' the

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legendary giant whose wicker effigy is promenaded every year on July 6th at the 'Fête du Gayant' (p. 72). We reach the river viâ the Place Thiers, a little N. of which is the *Palais de Justice*, founded as a cell of the abbey of Marchiennes, and containing the former meeting-hall of the Parliament of Flanders (1709–13), now an appeal-court, decorated with allegorical paintings. Part of the monument to the worthies of Douai, in the Place Thiers, was removed by the Germans. —On the W. side of the Scarpe we may visit *St-Jacques* (Pl. A 3; 1706), once the church of the English Benedictines, in the Rue des Récollets-Anglais; the old *Couvent des Chartreux* (Pl. A 2; now barracks), to the W.; and, in the opposite direction, the *Porte d'Arras* (Pl. A 4), through which the German armies marched to battle.

From Douai to Cambrai, 18 m. (29 km.), railway in ½–1 hr. (13 fr. 5, 8 fr. 80, 5 fr. 75 c.).—1½ m. *Sin-le-Noble* (9539 inhab.) has iron foundries.—Beyond (4½ m.) *Cantin* the railway skirts the *Sensée Canal*, a district flooded by the Germans on their final retreat.—6½ m. *Arleux*. From this point southward the battle-field is particularly associated with the severely contested advance of the Canadians upon Cambrai (Sept.–Oct. 1918).—8¾ m. *Aubigny-au-Bac*, junction for Somain (see below). On the S. bank of the Sensée is *Aubencheul-au-Bac*.—9½ m. *Oisy-le-Verger* has the ruins of a Cistercian abbey founded in 1225.—13½ m. *Sancourt*, for *Blécourt*, 1 m. E. (Canadian front).—18 m. (29 km.) *Cambrai*, see p. 97.

Another branch connects Douai with (28 m., 45 km.) *Tournai*; see the *Blue Guide to Belgium*.—A light railway runs viâ (1¾ m.) *Pont-de-la-Deûle* (p. 64) to (20½ m., 33 km.) *Pont-à-Marcq* viâ (11¼ m.) *Mons-en-Pévèle*, where Philip IV defeated the Flemings in 1304.

From Douai to *Lille*, see p. 64; to *Lens*, see p. 54; to *Arras* by road, see p. 51.

Beyond Douai we traverse the region hurriedly abandoned by the Germans in Oct. 1918.—64½ m. *Montigny-en-Ostrevant*. —67 m. (108 km.) **Somain** (10,214 inhab.; *Hôt. Mio*) is an important mining town and railway junction.

From Somain to Lille, 26¾ m. (43 km.), railway in 2–3 hrs. (19 fr. 35, 13 fr. 10, 8 fr. 50 c.). We cross the Scarpe at (5 m.) *Marchiennes* (Hôt. du Grand-Cerf), with a church in which is the 16th cent. tomb of St. Rictrude (7th cent.).—10½ m. *Orchies* (p. 39).—16¾ m. *Cysoing* has the vaulted foundations of a castle of the Merovingian kings, and a tall pyramid commemorating the victory of Fontenoy (p. 39).—17½ m. *Bouvines* is famous for Philip Augustus's decisive victory in 1214 over the German Emperor Otho IV and his English allies.—21¾ m. *Ascq* (p. 38).—26¾ m. (43 km.) *Lille*, see Rte. 10.

From Somain to Péruwelz, 24¼ m. (39 km.), light railway in 1¾ hr.—6¼ m *Denain* (p. 103).—11¾ m. *Anzin*, a suburb of Valenciennes, with 15,300 inhab., produces the best house-coal in France.—18¾ m. *Condé-sur-l'Escaut* (p. 41).—20 m. *Vieux-Condé* (French customs).—24¼ m. (39 km.) *Péruwelz* (Belgian customs), see the *Blue Guide to Belgium*.

From Somain to *Cambrai*, see p. 102; to *Aubigny-au-Bac*, see above.

72½ m. (117 km.) *Wallers* (3002 inhab.) is the junction for branch-lines to (5¼ m.) Denain (p. 103) and to (5½ m.) St-Amand (p. 39).—76¾ m. *Raismes* (Hôt. de la Clé-d'Or), an industrial town, lies S. of the forest (p. 39). The church has an elegant pulpit of 1628.

80 m. (129 km.) **Valenciennes**, see p. 40.

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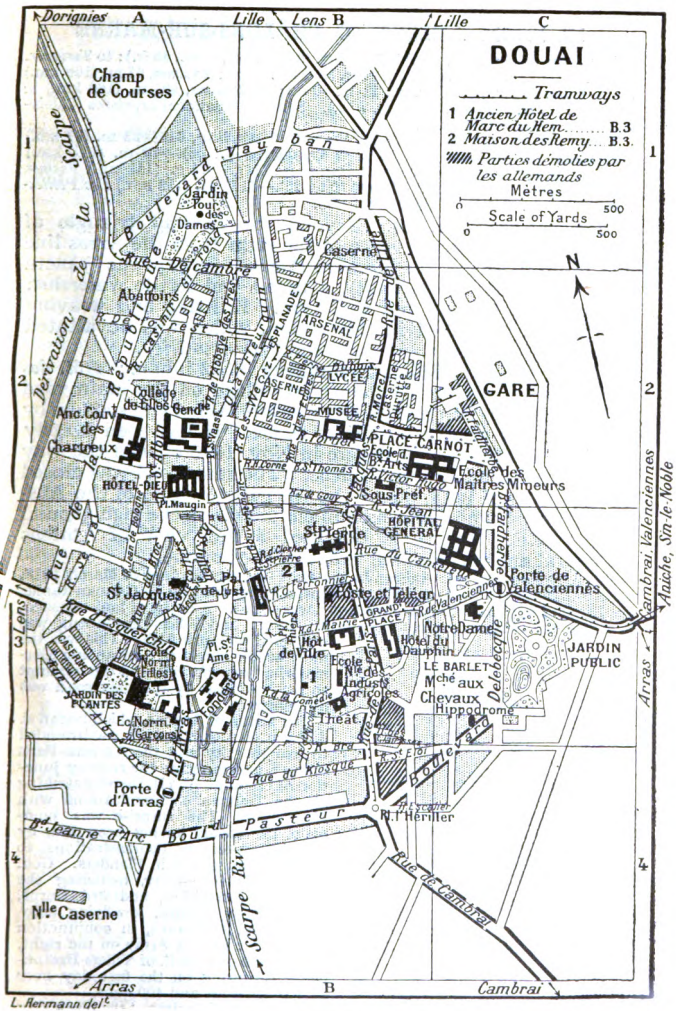

DOUAI
Tramways
1 Ancien Hôtel de Marc du Hem..... B.3
2 Maison des Remy.... B.3.
Parties démolies par les allemands
Mètres
Scale of Yards
N
Dorignies
Lille
Lens
Lille
Champ de Courses
Jardin Public des Dames
Caserne
Abattoirs
Collège de Jésus
Anc. Coll. des Chartreux
HÔTEL DIEU
Pl. Maugin
Rue de la Comédie
St Jacques
Pal. de Just
Rue de l'Esplanade
Ecole Normale Filles
Ecole Normale Garçons
JARDIN DES PLANTES
Porte d'Arras
Bd Jeanne d'Arc
Nlle Caserne
Scarpe Rivière
Rue du Kiosque
Théâtre
Bd Pasteur
Rue de Cambrai
Rue de Valenciennes
Rue de Tournai
Rue de la Mairie
Rue de la Comédie
Rue de la Scarpe
Rue de Bellain
Rue de Paris
Rue de Lens
Rue de la Poterne
Rue de la Cloche
Rue de la Bourse
Rue de la Place
Rue de la Prison
Rue de la Cité
Rue de la Cavalerie
Rue de la Caserne
Rue de la Cité
Rue de la Cité
Rue de la Cité

17. FROM AMIENS TO CHÂLONS-SUR-MARNE

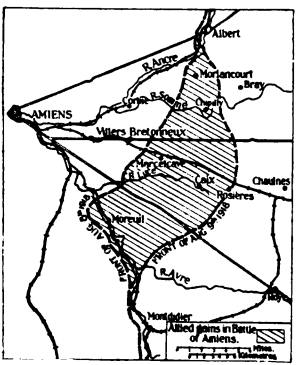
RAILWAY, 134¾ m. (217 km.) in 3–9¼ hrs. (97 fr. 75 c., 66 fr., 43 fr.); to *Tergnier*, 49½ m. (80 km.) in 2¼ hrs. (36 fr. 5, 24 fr. 35, 15 fr. 85 c.); to *Laon*, 67 m. (108 km.) in 1¾–4 hrs. (48 fr. 65, 32 fr. 85, 21 fr. 40 c.); to *Rheims*, 99¼ m. (160 km.) in 2¼–7 hrs. (72 fr. 10, 48 fr. 65, 31 fr. 70 c.). Some international expresses (Calais-Basle, etc.) follow this route.

ROAD, 131 m. (211 km.).—12¼ m. (20 km.) *Moreuil* (p. 64).—23 m. (37 km.) **Montdidier** (p. 94).—45¼ m. (73 km.) **Compiègne** (p. 89).—70 m. (111 km.) **Soissons** (p. 108).—80 km. (129 km.) *Braine* (p. 111).—87¾ m. (141 km.) *Fismes* (p. 122).—106¼ m. (168 km.) **Rheims** (Rte. 26).—117¼ m. (189 km.) *Les Petites-Loges*.—131 m. (211 km.) **Châlons** (p. 142).

Amiens, see Rte. 14. Beyond the railway triangle of Longueau (p. 25) we diverge to the right from the Arras line and begin to ascend the *Santerre Plateau* (perhaps the 'sancta terra' of Peter the Hermit), a broad and fertile watershed between the Somme and the Avre. Knitting and weaving handicrafts flourished in this region, which was devastated in the battles of 1918.—5 m. (8 km.) *Blangy-Glisy*.

10½ m. (17 km.) **Villers-Bretonneux** (3552 inhab.; *Hôt. des Voyageurs*), a straggling industrial village on the main road from Amiens to Péronne (p. 63), was left ruined and roofless by the War, but retains a glorious name. It has been largely rebuilt. A French defeat here in Nov. 1870 opened the way for a Prussian entry into Amiens. The same road was closed in the spring of 1918, mainly by the gallant stand of the Australian Corps, whose war monument stands on the high ground to the N.E. Thence is obtained a fine view of Amiens Cathedral and the winding valley of the Somme.

Villers-Bretonneux was reached in the swift German advance of March 1918. On April 23rd, in an attack by 4 divisions, accompanied by 15 German tanks, the British front was broken and the town was seized. A battle of tanks ensued, in which the German engines were driven back; and Villers-Bretonneux was recovered on April 24th. This was the most severe check the advancing Germans had experienced, and the attempt to reach Amiens by the main road was not renewed.



The **Battle of Amiens**, which began at 4.30 a.m. on Aug. 8th., 1918, was intended to free the city and the Amiens–Paris railway, and to secure the railway junction of Chaulnes (p. 77), thereby striking at the German communications with Montdidier. The surprise was complete, the enemy having been led, by ingenious ruses and demonstrations, to anticipate an attack in Flanders. Gen. Rawlinson's 4th Army, including the Canadian, Australian, and 3rd Corps, supported by cavalry, low-flying aeroplanes, and 400 tanks, in conjunction with the 1st French Army on the right, overran the plateau E. of Villers-Bretonneux, capturing on the first day over 13,000 prisoners and 400 guns.

The battle of Amiens, 'the black day ...istory of the German army,' convinced Ludendorff that victory was ...nd on Aug. 14th he advised his government to seek for peace.

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Outstanding features of the battlefield near Villers-Bretonneux are *Hangard Wood*, 2 m. S., defended by the French; the *Bois-l'Abbé*, 1½ m. W., the Germans' 'farthest West' on the direct road to Amiens; *Vaire Wood* (p. 67), 2½ m. N.E., and the road to *Corbie* (p. 67), 3 m. N.

We cross the front of April–Aug. 1918; several war monuments are seen on the high ground to the left.—13¾ m. *Marcelcave* was the scene of critical fighting in March 1918, when Carey's Force, a mixed detachment of auxiliary troops, held a line from here N. to the Somme. It was retaken by the Canadians on Aug. 8th, 1918.—15 m. *Wiencourt-l'Equipée*; 15½ m. *Guillaucourt*. To the N. of the latter is *Bayonvillers*; to the E., *Harbonnières* (p. 70).

19¾ m. (32 km.) **Rosières-en-Santerre** (2438 inhab.; *Central-Hôtel*, R., L., or D. from 10 fr.), a large village amid bare surroundings, stood just behind the French front of 1914–16, and twice changed hands in the fighting of 1918, giving its name to the battle of Rosières (March), in which remnants of the 5th Army made a stand. Here we cross the railway from Albert to Montdidier (p. 70).—21¾ m. *Lihons*, on a low ridge.

23½ m. (38 km.) **Chaulnes**, a junction for the Paris–Cambrai railway (p. 95), a large village with 1764 inhab., had an 18th cent. church. It was captured, with much material, in the Allied advance of Aug. 28th, 1918.—27¼ m. *Curchy-Dreslincourt*.

29¼ m. (47 km.) **Nesle** (*Hôt. du Lion-d'Or*), the *Nigella* of King Dagobert (7th cent.), a small market-town of 2435 inhab. on the *Ingon*, suffered severe but transitory bombardments in 1917–18. This was Gen. Gough's H.Q. at the opening of the great German offensive in March of the latter year. The church of *St-Pierre*, burned by Charles the Bold in 1472, retains its Romanesque (12th cent.) crypt.

A light railway connects Nesle with (6¼ m.) *Offoy*, on the line from Péronne to Ham (p. 97). Another light railway runs from Nesle to (19¼ m., 31 km.) *Noyon* (p. 85) viâ (14¼ m.) *Bussy*.

Beyond Nesle the railway crosses the Ingon near its junction with the *Libermont Canal*, whose banks were a brief rallying-ground of the 5th Army during the great retreat of March 1918. We approach the Somme.—33 m. *Hombleux*.

36¾ m. (59 km.) **Ham** (*Hôt. de France*, R. 12–18 fr., L. or D. 12 fr.), a small and ancient town (2793 inhab.) on the canalized *Somme*, is dominated by a *Castle*, now a ruin. The massive 15th cent. keep, the 'Constable's Tower' (once 110 ft. high), is damaged, and the moat is full of broken masonry. It was from this stronghold that Louis Napoléon, 'the prisoner of Ham,' escaped in 1846 after six years' confinement. Among the long list of other State prisoners at Ham are Joan of Arc and Condé the Huguenot. The church of *Notre-Dame* includes some 13th cent. effigies in its ancient crypt. Gen. Foy (1775–1825) was a native of Ham.

The river crossing gave Ham some strategic importance. On Aug. 29th, 1914, two German corps reached this line, on the heels of Smith-Dorrien's 2nd Corps retreating from Mons. Ham was heavily mined in the enemy retreat of Ma

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1917. On March 22nd, 1918, a gap was formed in the British line N.E. of the town, and the Germans seized it before the bridges could be destroyed. Ham was retaken the following September by the French.

FROM HAM TO ST-QUENTIN, 16¾ m. (27 km.), light railway in 1¼ hr. (8 fr. 10, 5 fr. 20 c.). The line crosses the Somme at (2½ m.) *Pithon*.—3¾ m. *Villers-Aubigny*.—We dip into the valley of the *Germaine*, a tributary of the Somme, at (4¼ m.) *Douilly*. This was a region of disaster for the 5th Army on March 21st–22nd, 1918.—7½ m. *Douchy*.—9¼ m. *Savy*, for Savy and Holnon Woods (p. 97).—We are joined by the railway from Vermand (p. 97), and cross the front of 1917–18 (Hindenburg Line).—16¾ m. (27 km.) *St-Quentin*, see p. 86.

From Ham to *Péronne*, see p. 96; to *Noyon*, see p. 85.

Beyond (42¼ m.) *Flavy-le-Martel*, notorious for its prisoners' camp after the German advance of 1918, the railway approaches the *Crozat Canal*, a southern arm of the St-Quentin canal, constructed by the financier Crozat in 1732–35 to link the Oise with the Somme. To this line the right of Gen. Gough's 5th Army retired on March 21st, 1918, and a fierce struggle ensued along the banks. The village of *St-Simon*, 3 m. N. of Flavy, was the domain of the Duc de St-Simon (1675–1755), whose famous 'Mémoires' picture the court-politics of his day.—Near (46½ m.) *Mennessis* we are joined by the line from St-Quentin (p. 86).

49½ m. (80 km.) **Tergnier** (*Buffet-Hôtel*, R. from 10 fr.), an important railway junction (3453 inhab.), with large railway workshops, was almost completely destroyed in 1917–18. Here we cross the main line from Paris to Brussels (Rte. 23).

Tergnier was lost on the second day of the great German offensive (March 22nd, 1918), the marshes of the Oise to the E. and S.E. having been made passable to the enemy by weeks of dry weather.

Our line now runs E., crossing the Crozat Canal S. of *Fargnier* and 2 m. farther on the Sambre-and-Oise Canal, which formed the main Allied 'resistance-line' in 1917–18.

52¾ m. (85 km.) **La Fère** (*Hôt. Terminus*, R. from 8 fr.; *Tourelles*), a small but ancient fortress (3133 inhab.) at the confluence of the *Serre* and the *Oise*, abandoned to the Germans in 1914, was brought into the theatre of operations by their retirement in March 1917, when the whole district was flooded. The church of *St-Montain* contains the tomb of Marie of Luxembourg (d. 1546), 'mother of the poor'; but little remains of the former town.—56 m. (90 km.) *Versigny*.

A light railway connects Versigny with (13¾ m., 22 km.) *Dercy-Mortiers* (p. 115), on the main line from Laon to Hirson.

59 m. *Fourdrain* lies 1½ m. S. of the railway, among the wooded foothills of the forest of St-Gobain (p. 85). On emerging from the forest we obtain, in front, a distant view of Laon. On the right is the Mont de Joie (see below).—60½ m. *Crépy-Couvron* is the station for *Crépy-en-Laonnais*, 1½ m. S., where a treaty was signed in 1544 between Francis I and Charles V. Two frequented fairs are held here (July and November).

About 1 m. N.W. of Crépy, to the right of the road to La Fère, is the *Mont de Joie* (616 ft.). On the reverse (N.) slope of the height, at intervals of ½ m. from each other, were installed the three long-range guns (or 'Berthas') which fired upon Paris in 1918 at a range of 82 m. At least one of these guns was silenced

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by the French artillery; but all of them were removed before the Allied advance of Oct. 1918. The emplacements were connected with the main railway-line by special branches.

67 m. (108 km.) **Laon,** see p. 112.

The train skirts the town on the N. (with a view of the cathedral) and diverges to the right from the lines to Hirson (see p.115) and Mézières (see p. 115).—We pass (l.) the *Forêt de Samoussy* (3300 acres).—78½ m. *St-Erme.*

FROM ST-ERME TO MONTCORNET, 23½ m. (38 km.), light railway in 2 hrs.—3¾ m. **Sissonne** (*Hôt. Terminus*), a town of 3010 inhab., at the head of the marshy valley of the *Souche*, has large military camps. This was an outpost of the German 'Hunding Line,' which, however, was abandoned with little resistance in Oct. 1918.—From (11 m.) *Dizy-le-Gros*, on the Roman road from Bavai to Rheims, a branch runs to (15 m., 24 km.) *Asfeld* (p. 135).—17½ m. (28 km.) *Renneville-Berlise*, junction for a branch to (15½ m., 25 km.) *Wasigny-la-Neuville* (p. 135).—23½ m. (38 km.) *Montcornet* (p. 115).

The devastated valley of the *Aisne* is reached at (85¾ m.) *Guignicourt*, beyond which we cross the river. The *Suippe*, a stage in the German retreat of Oct. 1918, is next crossed a little above its junction with the Aisne.—At (92 m.) *Loivre* we reach the battlefield of Rheims, and on the left is seen the Fort de Brimont (p. 133), long a nest of enemy artillery.—We skirt the banks of the Aisne and Marne canal.—94 m. *Courcy-Brimont.*

99½ m. (160 km.) **Rheims,** see Rte. 26.

The railway skirts the E. suburbs of the city, with views of the cathedral (r.) and of the heights of Nogent (l.; p. 133). On the right rises the wooded massif of the Montagne de Rheims (p. 127), and on the left the chalk hummocks of the Fort de la Pompelle (p. 133) come into view, close to the railway.—108 m. *Sillery*, famous for its champagne.—110 m. *Prunay* was reached in the final German offensive (July 15th, 1918). The 'Moronvilliers Massif' (p. 133) rises on the left, in the distance.—We recede from the front of 1918, ascending the river Vesle.—118 m. *Mourmelon-le-Petit* lies 2½ m. W. of *Mourmelon-le-Grand* (Hôt. de l'Europe), a small town (3863 inhab.). To the S.W. extends the vast entrenched *Camp de Châlons* (47 sq. m.; aerodromes, manœuvre-grounds), created in 1857 by Napoleon III.—124¼ m. *St-Hilaire-au-Temple* is the junction for Verdun (see p. 144).—128 m. *La Veuve* has an 11–12th cent. church.—We cross the Marne canal and the river before entering Châlons, with its pleasant avenues of trees bordering the fertile valley.

134¾ m. (217 km.) **Châlons-sur-Marne,** see p. 142.

18. FROM AMIENS TO PARIS VIÂ BEAUVAIS

RAILWAY, 92 m. (148 km.), in 4–7 hrs. (66 fr. 65, 45 fr., 29 fr. 35 c.), no through trains; to *Beauvais*, 42¾ m. (69 km.), in 2¼ hrs. (31 fr. 10, 21 fr., 13 fr. 70 c.). Express route from Amiens to Paris, see pp. 25–26.

ROAD, 84¼ m. (136 km.).—19¾ m. (32 km.) *Breteuil* (p. 25).—25½ m. (41 km.) *Froissy*.—37¼ m. (60 km.) **Beauvais** (p. 80).—53¼ m. (86 km.) *Méru* (p. 84).—66¼ m. (107 km.) *Auvers*.—78¼ m. (126 km.) *St-Denis* (p. 84).—84¼ m. (136 km. **Paris** (p. 6).

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Amiens, see Rte. 14. We ascend the valley of the *Selle*.—5 m. *Saleux* has waterproof factories.—Beyond (6¼ m., 10 km.) *Vers* we diverge to the left from the Rouen line (p. 63).—14¼ m. *Conty* (Hôt. de Paris) has the fine 15–16th cent. church of St-Antoine, containing 15–16th cent. sculptures.—20½ m. *Fontaine-Bourreleau* is named from its chalybeate spring. We reach the head of the wooded valley of the Selle, and cross a plateau.—24¾ m. (40 km.) *Crèvecœur-le-Grand* (Hôt. du Commerce), a small cloth-making town of 2011 inhab., is connected by railway with St-Just (see p. 25).—We descend to (30½ m.) *Oudeuil*, and at (33 m., 53 km.) *St-Omer-en-Chaussée* the line from Le Tréport to Beauvais (p. 83) comes in on the right.—34¾ m. *Milly*, junction for Formerie (p. 64).

42¾ m. (69 km.) **BEAUVAIS** (*Buffet*), famous for its cathedral and its tapestry manufacture, is the chief town (19,338 inhab.) of the department of the *Oise*. It lies in a broad green valley surrounded by wooded hills, at the confluence of the *Thérain* and the *Avelon*.

Hotels. De France & d'Angleterre (Pl. a; B 3), 14 Rue de la Manufacture-Nationale, R. 15–60 fr., L. or D. 16 fr.; Continental (Pl. b; B 3), 37 Place de l'Hôtel-de-Ville, R. 14–45 fr., L. 14, D. 16 fr.; de la Poste, 15 Rue Gambetta (Pl. B 1, 2), R. 12–14 fr., L. or D. 14 fr.; etc.

Restaurants at the hotels; also *Au Chateaubriant*, 5 Rue Sadi-Carnot (Pl. B 2); *des Gobelins*, 34 Rue de la Manufacture-Nationale (Pl. B 3); *au Plat d'Étain*, Rue Malherbe (Pl. B 3).—Tea Shops. *Au Gloria Laus*, 30 Rue St-Pierre; *Pain*, 57 Rue Sadi-Carnot.—Cafés in the Place de l'Hôtel-de-Ville.

Post Office (Pl. B 2), Rue Gambetta.

Omnibus from the station to the town (75 c.–1 fr. 50 c.).

History. The *Bratuspantium* mentioned by Cæsar occupied a site in this neighbourhood (comp. p. 25), and after its destruction or abandonment Beauvais became the capital of the *Bellovaci*, from whom it took its name. It became a countship (Beauvaisis) in the 9th cent., and was later ruled by the bishops of Beauvais, peers of France, who were frequently at odds with the townspeople. In 1358 it was a centre of the 'Jacquerie' or peasants' revolt; and in 1472 it made a memorable defence against Charles the Bold, when the citizens were aided by their womenfolk, led by Jeanne Laisné ('Jeanne Hachette'). Processions on the last Sun. in June celebrate this event. On April 3rd, 1918, the appointment of Marshal Foch to the supreme command of the Allied Armies (see p. 65) was here confirmed.—Pierre Cauchon (d. 1442), Joan of Arc's accuser and judge, was bishop of Beauvais.

From the station (Pl. C 3) we follow the Av. de la République (l.), which intersects the boulevards and is continued by the Rue de la Manufacture-Nationale, with old houses (Nos. 18–22) on the left.

The National Tapestry Factory (Pl. B 3; open daily 9.30–12 and 1.30–4 or 5; adm. 3, Sun. 2, Fri. 5 fr.), founded in 1664, is the sole branch of the famous Gobelins factory at Paris. The finely woven Beauvais tapestries, made of wool and silk, are usually designed as panels or furniture coverings, and represent landscapes, flowers, or pastoral scenes.

Beauvais tapestry is made on a horizontal or 'low' warp (unlike Gobelins, which is made on a vertical or 'high' warp), and is woven from the reverse side. Visitors are shown the weavers' and apprentices' rooms, and a small museum.

A short continuation of the Rue de la Manufacture leads to the church of **St-Étienne** (Pl. B 3), on the right, an interest-

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ing building (12–16th cent.) in two distinct styles, with a large W. tower (1598). The nave and transepts illustrate externally the developments of later Romanesque, and internally those of early Gothic art. The N. transept has a rose-window and a reticulated gable. The contrast between the Romanesque nave (over-restored) and the late-Gothic choir (1506) is striking. The *Stained Glass (1518–54) in the ambulatory chapels includes a Last Judgment and a Tree of Jesse window. From the Place St-Étienne, N. of the church, we may reach the Place de l'Hôtel-de-Ville viâ the Rue de l'Etamine and Rue St-Jean, in the latter of which are the *Maison de l'Image-St-Jean* (No. 8) and other timbered houses.

The PLACE DE L'HÔTEL-DE-VILLE (Pl. B 3), in the centre of which is a bronze statue of Jeanne Hachette (p. 80), by Vital-Dubray (1851), retains some old houses, including (No. 53) the *Maison des Trois-Piliers* (1268; restored). The *Hôtel de Ville*, a handsome neo-classical building of 1752–1755, modelled upon that of Bayeux, contains historical panels, a library, and a banner doubtfully said to have been snatched by Jeanne Hachette from a Burgundian soldier. Above the houses on the N.W. side of the square rises the cathedral, which is reached viâ the Rue de la Taillerie and the Rue St-Pierre.

The ****Cathedral** (St-Pierre; Pl. A B 2), consisting of choir and transepts alone, would have been the largest Gothic church in the world had it been completed on the original scale, and even as it stands is one of the noblest of French churches.

The foundations were laid in 1227, and work upon the building continued until 1578. The ambitious boldness of the ground-plan, involving infrequent pillars and weak buttresses, twice brought about a fall of the roof (1247 and 1284), and the tower erected over the crossing in 1550 by *Jean Vast*, together with its spire (502 ft. high), collapsed in 1573. *Martin Chambiges* (1500–1548) and then *Michel Lalye* (after 1532) worked on the transepts; the former built the N. portal at the expense of Francis I, while to the latter is due the S. portal.

EXTERIOR. The transepts end in superb Gothic façades. The S. façade framed by two highly decorative turrets, is approached by a flight of fourteen steps. Its *Portal (Portail St-Pierre), denuded of statues, is surmounted by a double open gallery, a rose-window, and a pediment; the Renaissance *Doors of carved oak (mutilated) are by *Jean le Pot*. The N. façade also has a fine portal (Portail St-Paul); its doors, likewise by *Jean le Pot*, are in perfect preservation.

Interior. The cathedral is 238 ft. long and 153 ft. high. It is remarkable for the length and beauty of the CHOIR (120 ft.), with its vaulting supported by twelve double flying buttresses. Above the seven ambulatory chapels and the rectangular choir chapels are a blind triforium and a short series of windows. The main triforium is glazed.—The glass in the galleries of the SOUTH TRANSEPT, ascribed to *Nicolas le Prince*, depicts St. Peter and St. Paul, the Evangelists, and the four Doctors of the Church. The rose-window dates from 1551. In the former chapel of St. Peter and St. Paul (l.)

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a superb window with figures of the two saints. The baptistery (r.) under the organ, contains a painting by *Tiersonnier*.—The gallery windows in the NORTH TRANSEPT represent the Sibyls, by *Jean le Prince*. In the rose-window are figures of the sun and of flame-coloured seraphim. In the chapel of the Sacred Heart (l.) are windows by *Eugrand le Prince* (1522). The former chapel of the Holy Sacrament (shown at 11.45; fee 1 fr.) on the right, contains the famous *Astronomical Clock, which works only from midday till 5 p.m. This ingenious mechanism, constructed by a 19th cent. clockmaker of the town, has no less than 52 dials and gives 80 different indications, including the solar equation, the length of the days and the nights, the state of the tides, etc. Various figures perform at each hour; at the top is the mise-en-scène for the Last Judgment, acted in its entirety only at midday. Against the screen hang Beauvais tapestries, and among the tapestries covering the W. wall of the transept are two of the 15th cent. (Life of St. Peter; Marriage of Francus, son of Hector of Troy, to a Gallic princess) and others (Beauvais, 17th cent.) after Raphael's cartoons at South Kensington Museum.—AMBULATORY. In the 1st chapel, Procession of the relics of St. Angadrème during the defence of Beauvais under Jeanne Hachette, a painting by *A. Grellet*; 4th, two 13th cent. stained-glass windows (restored); 6th, three fine 13th cent. windows (restored); 8th, windows of the 15–16th cent. (partly restored). On the left of the sacristy door are the tomb of Card. de Forbin-Janson (d. 1713), by *N. Coustou*, and a 16th cent. tapestry showing the fabulous origins of the French nation as sung by Ronsard in the 'Franciade.'

The BASSE-ŒUVRE, which adjoins the cathedral (the Haute-Œuvre) on the W., in place of a nave, dates from 997, and is one of the few existing churches in France built before the 12th century. Till the 13th cent. it served as the cathedral; it is now used for meetings.

At the S.W. corner of the Place de la Cathédrale is a 14th cent. gateway flanked by two bulky towers with pepper-box roofs. This leads to the *Palais de Justice* (Pl. A 2), formerly the episcopal palace, dating mainly from the 14th and 16th centuries. The charming façade has a projecting chapel, a fine staircase tower with a round turret, and five dormer windows adorned with coats-of-arms. On the W. side, facing the boulevards, is a restored Romanesque tower on a Gallo-Roman base.

A little N. of the cathedral, reached viâ the Place Verité, is the **Musée** (Pl. A B 2), housed in the former bishop's palace (adm. 10–12 & 2–4 or 5; free on Sun., week-days 2 fr., holidays 1 fr.; closed Mon.; catalogue 5 fr.). The collection includes antiquities, decorative paintings, mediæval and Renaissance carvings (among others an admirable 15th cent. stone Head of Christ), Gallo-Roman glass, coins and medals, 14–16th cent. Beauvais pottery, and *Beauvais tapestries (Life of St. Peter,

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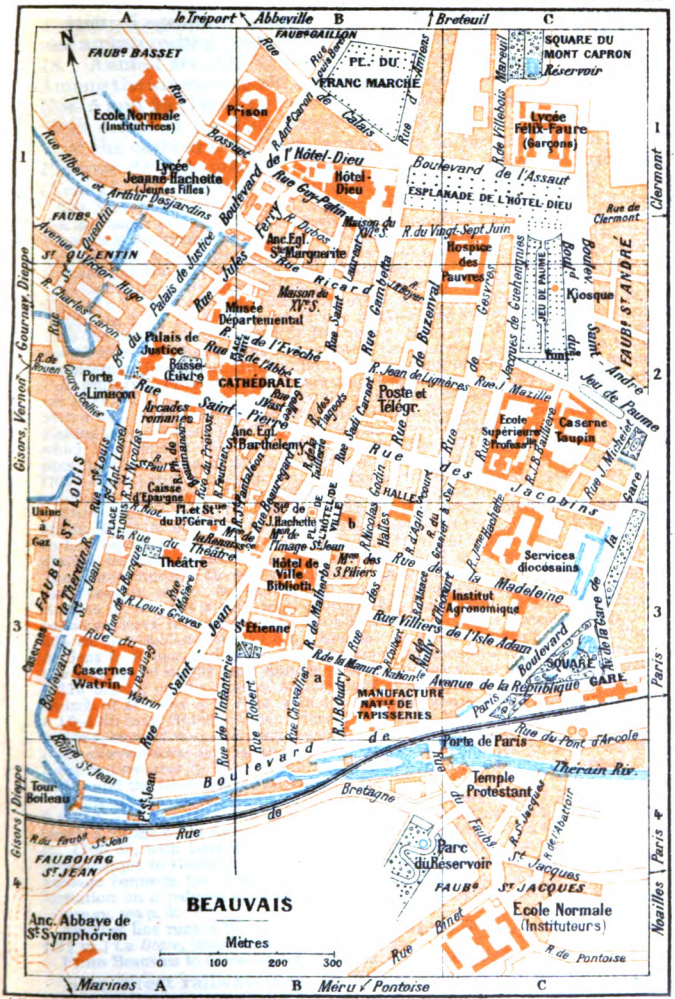

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c. 1460; Legendary history of Gaul, c. 1530, etc.). There is also an interesting collection of souvenirs of the War of 1914–18. Annual art exhibitions are held here (June–Oct.; 2 fr.). Among the interesting old houses in this quarter of the town are Nos. 5 and 25 (15th cent.) in the Rue St-Laurent, and No. 11 (16th cent.) in the Rue Guy-Patin (Pl. B 1, 2); while to the S. of the cathedral striking façades are to be seen in the Rue Philippe-de-Beaumanoir (Nos. 8, 12, etc.), Rue de Prévost (Nos. 11, 17), and Rue St-Pantaléon (Nos. 11, 27, and 33).

The *Parc du Reservoir* (Pl. C 1) affords a good view of the town; and the *Jeu de Paume* (Pl. C 1, 2) is a pleasant public garden. About 1 m. N.E. of Beauvais is the interesting church of *Marissel*, with a tower and apse of the 12th cent., a choir of the 13th, and a nave, portal, and spire of the 16th; in the little Romanesque transept is a 16th cent. altarpiece.

FROM BEAUVAIS TO CREIL, 23¾ m. (38 km.), railway in 1¼ hr. (17 fr. 10, 11 fr. 55, 7 fr. 55 c.). This offers an alternative route from Beauvais to Paris (55½ m., 89 km. in 2–2¼ hrs.). Beyond (5 m.) *Rochy-Condé* we diverge to the right from the line to Clermont and St-Just (see p. 25).—8 m. *Villers-St-Sépulcre* is named from an Entombment in its church, incorporating a slab from the Holy Sepulchre in Jerusalem. Beside the church are ruins of a priory founded in the 11th century.—From (9¼ m.) *Hermes* a light railway runs to Persan-Beaumont, see p. 84.—11 m. *Heilles-Mouchy* is the station for *Mouchy-le-Châtel*, 1½ m. S., with a well-restored Renaissance château.—14¼ m. *Mouy-Bury* serves the textile-making towns of *Mouy* (3390 inhab.; Hôt. du Lion-d'Or) and *Bury* (1766 inhab.), which has a fine 11–13th cent. priory-church.—Near (18 m.) *Cires-lès-Mello* we pass (l.) the château of *Mello*.—At (21¾ m.) *Montataire*, an ironworking town (7077 inhab.) with a 14–16th cent. château and a church of the same date, we reach the valley of the Oise.—23½ m. (38 km.) *Creil*, see p. 25.

FROM BEAUVAIS TO LE TRÉPORT, 64½ m. (104 km.), railway in 2–3½ hrs. (46 fr. 85, 31 fr. 65, 20 fr. 60 c.). This is a section of the main line from Paris to Le Tréport, important for summer tourists from the capital. On leaving the station we have a good view of Beauvais (r.).—3¾ m. *Montmille-Fouquenies*. The hilltop church of Montmille (l.) has an 11th cent. crypt.—8 m. *Milly*, junction for Formerie, see p. 80.—10 m. (16 km.) *St-Omer-en-Chaussée*, junction for Amiens (p. 80), has a 15th cent. church.—Beyond (13¾ m.) *Marseille-en-Beauvaisis* we leave the valley of the Petit-Thérain and cross a plateau (690 ft.).—20½ m. *Grandvillers*.—At (29 m.) *Abancourt* (p. 64) we intersect the line from Amiens to Rouen, and beyond this the train descends into the green valley of the *Bresle*.—36 m. (58 km.) **Aumale** (*Hôt. du Dauphin*), an attractive old town (2213 inhab.) on the frontier of ancient Normandy, contains the Flamboyant church of *St-Pierre-et-St-Paul*, with a main portal ascribed to Jean Goujon, and a 15–17th cent. Hôtel de Ville. Henri IV, defeated by the Spaniards at Aumale in 1592, escaped wounded from the field. Railway to *Amiens*, see p. 64.—47 m. *Nesle-Normandeuse* lies 2½ m. S. of the castle of Rambures (p. 24).—54¼ m. *Longroy-Gamaches* (p. 24).—62¼ m. *Eu* (p. 23).—64½ m. (104 km.) *Le Tréport*, see p. 24, and the *Blue Guide to Normandy*.

FROM BEAUVAIS TO GOURNAY, 18½ m. (30 km.), railway in c. 1 hr. (13 fr. 50, 9 fr. 10, 5 fr. 95 c.).—15½ m. *Orsimont* is the nearest station (1 m.) to **St-Germer** (inn), a village noted for the remains of its ancient abbey. The *Abbey Church (c. 1160–80, with later modifications) strikingly illustrates the transition from Romanesque to Gothic. In the right transept is a 16th cent. Entombment. A passage connects the choir with the *Sainte-Chapelle (c. 1259), an admirable imitation on a reduced scale of the Sainte-Chapelle at Paris.—18½ m. (30 km.) *Gournay*, see p. 3.

Another line runs S.W. from Beauvais to (21¾ m., 35 km.) *Gisors* (p. 3), viâ (11¾ m.) *La Bosse*, junction for Méru (see p. 84).

From Beauvais to *Clermont*, see p. 25; to *St-Just*, see p. 25.

The direct railway from Beauvais to Paris diverges to the right from the Creil line (see above), and at (45¼ m.) *Villers-sur-Thère* crosses the *Thérain*.—Beyond a tunnel (1 m. long) we reach (54½ m.) *Laboissière-le-Déluge*.—59 m. (95 km.)

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Méru (*Hôt. du Lion-d'Or*; *du Centre*), a factory town (5345 inhab.) pleasantly situated in the wooded upper valley of the *Esches*, has a 12–16th cent. church.

A local line runs to (19¾ m., 32 km. N.W.) *La Bosse* (see p. 83), viâ (13 m.) *Fresneaux-Montchevreuil*, with a Renaissance church containing good stained glass.

66½ m. *Chambly* has a fine 13–14th cent. church with 16th cent. paintings and diptychs.—We descend the valley of the Esches as far as (69 m., 111 km.) *Persan-Beaumont*, on the right bank of the Oise. **Beaumont-sur-Oise** (*Hôt. Cadran*, R. 10–15 fr., L. or D. 12 fr.), reached by an iron bridge, is a town of 5166 inhab. with a good late-Transitional church (13th cent.) and vestiges of a former castle.

A light railway runs N. from Persan-Beaumont to (19¾ m., 32 km.) *Hermes* (p. 83), passing (2½ m.) *Le Mesnil-St-Denis* and (5½ m.) *Nouilly-en-Thelle*, both with interesting old churches and châteaux, and (16¼ m.) *Noailles*, formerly *Longvilliers*, which assumed the name of the ducal family of Noailles in the 17th century.—From Persan-Beaumont to *Creil* and to *Pontoise*, see p. 26.

The railway goes on viâ (76¼ m.) *Monsoult-Maffliers* and (87½ m.) *St-Denis*; see the *Blue Guide to Paris*.—92 m. (148 km.) **Paris**, see Rte. 6.

19. FROM PARIS TO CAMBRAI VIÂ COMPIÈGNE AND BUSIGNY

RAILWAY, 129¼ m. (208 km.) in 3–6 hrs.(93 fr. 70, 63 fr. 25, 41 fr. 25 c.); to *Compiègne*, 52 m. (84 km.) in 1–2 hrs. (37 fr. 85, 25 fr. 55, 16 fr. 65 c.); to *St-Quentin*, 95⅝ m. (154 km.) in 1½–4 hrs. (69 fr. 40, 46 fr. 85, 30 fr. 55 c.); to *Busigny*, 112½ m. (181 km.) in 2–5 hrs. (81 fr. 55, 55 fr. 5, 35 fr. 90 c.). For an alternative route viâ Péronne, see Rte. 21. The expresses from Paris to Brussels, Amsterdam and Berlin take this route as far as (112½ m.) Busigny (comp. Rte. 23).

ROAD from Paris to Cambrai, see p. 94.

From Paris to (31¾ m., 51 km.) *Creil*, see Rte. 8. We diverge to the right from the Amiens line and ascend the valley of the *Oise*.—33¾ m. *Rieux-Angicourt*. The little town of (38½ m.) *Pont-Ste-Maxence* (Hôt. de la Gare, R., L., or D. 20 fr.) takes its name from a handsome bridge on sixteen twin piers, built by Perronnet in 1774–85 and seriously damaged in 1914.

The abbey of *Moncel*, just E. of the town, dates partly from the 14th cent. and is almost entirely preserved with the exception of the church.

43½ m. *Chevrières* has a church with good stained glass (1540).—At (44¾ m.) *Longueil-Ste-Marie* (p. 64) we intersect the line from Amiens to Crépy-en-Valois. At (46½ m.) *Le Meux* the towers of Compiègne come into view.

52 m. (84 km.) **Compiègne** (*Buffet*), see Rte. 20.

Our route continues to ascend the valley of the Oise, which is joined by the *Aisne* 2 m. above Compiègne.—54¾ m. *Choisy-au-Bac*.—Beyond (60½ m.) *Ribecourt* we pass through what was once one of the most completely devastated parts of the [illegible]ch battlefield, where, in 1918, the rupture of the Allied repeatedly attempted.—62¾ m. *Ourscamp* had a

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12th cent. Cistercian abbey, used as a factory (destroyed). We cross the front of 1914–1917.

67 m. (108 km.) **Noyon** (*Hôt. St. Eloi*; *du Nord*; *Mont Renard*), a famous cathedral town (6025 inhab.), was almost completely destroyed in 1917–18. Of the *Cathedral*, a beautiful building in the Transition style of the late 12th cent., only a single damaged tower, the walls of the nave, and the E. end were left standing; and the *Hôtel de Ville* (1485–1523) was laid in ruins. Both are being restored. Noyon was the birthplace of John Calvin (1509–64) and of the sculptor Jacques Sarazin (1592–1660). St. Médard (531) and St. Eloi (640–59) were among its bishops; here Charlemagne (crowned in 768) dwelt for several years while yet only king of Neustria; and here Hugh Capet was elected king of the Franks in 787.

Noyon, entered by the Germans on Sept. 1st, 1914, was until 1917 the nearest occupied town to Paris (62 m.); and M. Clemenceau reminded his countrymen in a much-quoted phrase that "Messieurs les Allemands sont encore à Noyon." It was abandoned by the enemy and afterwards bombarded in March 1917, and met a like fate in August 1918. In March 1918 the British 5th Army was hard pressed among the hills to the N.

The light railway from Noyon to (27½ m., 44 km.) *Montdidier* (p. 95) passes through (10 m.) *Lassigny*, the scene of much fighting in 1914 and again in 1917–18, and intersects the line from Roye to Compiègne at (13¾ m.) *Roye-sur-Matz* (p. 95).—The light railway from Noyon to (15½ m., 25 km.) *Ham* (p. 77) passes (8½ m.) *Guiscard*; in this region French and British fought together in the great retreat of March 1918.—From Noyon to *Nesle*, see p. 77.

The railway continues to run beside the Oise canal and the winding river.—72¼ m. *Appilly*. About 1 m. S. is *Brétigny*, with a church partly of the 13th cent., and *Quierzy*, 1 m. S.E., was once a Merovingian royal seat.

77 m. (124 km.) **Chauny** (*Hôt. Moderne*; *de la Gare*), an industrial town of 9207 inhab., changed hands four times during the War and was almost totally destroyed.

FROM CHAUNY TO ST-GOBAIN, 9½ m. (15 km.), light railway in ½ hr. (3 fr. 65, 2 fr. 75 c., 2 fr.). Beyond (2½ m.) *Sinceny* we enter the *Basse-Forêt de Coucy* (5400 acres).—4½ m. *Rond-d'Orléans*.—Just S. of (6½ m.) *Barisis* was the junction of the Franco-British armies prior to the enemy attack of March 1918.—9½ m. (15 km.) **St-Gobain** (*Hôt. de la Gare*) is celebrated for its mirror manufactory (damaged), established in 1685 and claiming to be the oldest in the world. St-Gobain is situated on a lofty plateau (300–650 ft.; 'St-Gobain Massif') including the Basse-Forêt de Coucy (see above) and the *Haute-Forêt de Coucy* or *Forêt de St-Gobain*. This, the principal defensive bastion of the German front in France, was not abandoned until Oct. 1918. In the forest, 2½ m. E., is the ruined *Abbey of St-Nicolas-aux-Bois* (11th cent.).

FROM CHAUNY TO ANIZY-PINON, 15½ m. (25 km.), railway in 1 hr.; to (7½ m., 12 km.) *Coucy-le-Château* in ½ hr.—5½ m. *Folembray* gives name to the treaty between Henri IV and the Duc de Mayenne which put an end to the Catholic League in 1596.—8 m. (13 km.) **Coucy-le-Château** (*Hôt. du Lion Rouge*, R. 10–20, L. or D. 12 fr.), a little walled town (1014 inhab.) on a hill (397 ft.), is named after its famous 13th cent. **Castle*, one of the most remarkable examples of mediæval military architecture in Europe, whose lords boasted the proud motto: "Roy ne suis, ne prince, ne duc, ne conte aussy; je suis le sire de Coucy." The castle, bought c. 1400, by Louis of Orleans, was dismantled by Mazarin in 1652 and was repurchased by Louis-Philippe in 1829. In 1917 and 1918 this superb monument was wantonly blown up by the Germans and reduced to utter ruin. Visitors are admitted daily 9–12 and 1–5 or 6. From the outer bailey we enter the castle proper, which covers an area of 10,000 sq. yds. and is built on the end of a ridge sheer above the valley 150 ft. below. Until 1917 this consisted of a quadrangular enceinte, with four great corner-towers, each 108 ft. in height, but it is

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now a heap of ruins. The chief feature was the famous donjon or keep, 167 ft high and 102 ft. in diameter, the largest tower of the kind in the world.—In the Haute-Forêt de Crécy, 5 m. E.N.E., is the *Abbey of Prémontré*, founded in 1120, the mother-house of the Premonstratensian order, used as an asylum in recent years. From Coucy to Montécouvé, see p. 92. The train next passes (9¼ m.) *Coucy-le-Château Halte*, convenient for visitors from Anizy, and then the ruined villages of *Jumencourt*, *Landricourt*, and *Vauxaillon* (p. 112).—At (15½ m., 25 km.) *Anizy-Pinon* (p. 112) we join the line from Paris to Laon.

On leaving Chauny we skirt the St-Quentin canal, and beyond (79 m.) *Viry-Noureuil* we cross the 'Brunhilda Street,' the old Roman road between Soissons and St-Quentin. —81¼ m. (131 km.) **Tergnier,** junction for Amiens and Laon, see p. 78. We quit the valley of the Oise, skirt and then cross the Crozat Canal (p. 78), and traverse the bleak plateau S. of St-Quentin, the scene of the Fifth Army's earliest misfortunes (March 21st, 1918).—90¾ m. *Essigny-le-Grand*.

95¾ m. (154 km.) **ST-QUENTIN** (49,201 inhab.), on the right bank of the *Somme*, near its source, and the meeting-place of the Crozat and St-Quentin canals, was in 1914 engaged in the textile industry and was the most important place in the Aisne department. It was left by the War a lifeless shell, but has already recovered the animation of an industrial centre.

Hotels. Moderne, with good restaurant, 27 Rue du Palais-de-Justice, R. from 15 fr.; de France & d'Angleterre, 28 Rue Émile-Zola, R. 15–35 fr., L. or D. 15 fr.; de la Paix, R. 12–25 fr., L. or D. 15 fr.; Buffet-Hôtel, R. 16–60 fr., L. or D. 10 fr.; du Cygne, 4 Rue Émile-Zola, R. from 15 fr.; Grand-Hôtel, Rue Dachéry; etc.

Post Office, 9 Rue des Canonniers (temporary).

Banks. *Société Générale*, Rue de l'Isle; *Crédit Lyonnais*, Place de l'Hôtel-de-Ville.

Autocar to Péronne, Bapaume, and Arras, see p. 47.

History. St-Quentin, the Roman *Augusta Veromanduorum*, derives its name from the Christian missionary Caius Quintinus, beheaded here in 287, whose tomb, restored by St. Eloi in 645, attracted many pilgrims. The capture of the town on St. Lawrence's Day (Aug. 10th), 1557, was the success which Philip II of Spain commemorated by building the Escorial. Three years later St-Quentin formed part of the dowry of Mary Queen of Scots. During the Franco-Prussian war St-Quentin resisted the German attacks of Oct. 8th, 1870; but on Jan. 19th, 1871, Gen. Faidherbe's Armée du Nord (p. 34) was defeated here by the Prussians under Goeben.—Quentin de la Tour (1704–88), the pastellist, was a native of St-Quentin; his statue once occupied the vacant pedestal S. of the church. Another famous citizen was François Babeuf (1764–97), the socialist leader in the Revolution.

St-Quentin during the War. The Germans, following up the British retreat from Mons, entered St-Quentin at the end of August 1914 and held it until Oct. 1st, 1918. When the trench system was stabilized St-Quentin remained 23 m. behind the German front; but this distance was reduced to 2 m. by the retirement of March 1917 on the Hindenburg Line (p. 100), which described a semicircular curve round the W. outskirts of the town and followed the general course of the canals to the N. and S. respectively. For many months the St-Quentin front was the point of junction of the Franco-British armies. In Jan. 1918, however, the British right was extended as far S. as the forest of St-Gobain (p. 85).

The **Battle of St-Quentin** (or Second Battle of the Somme), which opened on March 21st, 1918, derives its name from the breach made in the British line on the St-Quentin–La Fère front. Here Gen. Gough's 5th Army was opposed by the German 18th Army under Von Hutier; while farther N. the left of the 5th Army and the 3rd Army (Gen. Byng) faced the German 2nd Army (Von der Marwitz), S. of Cambrai, and the 17th Army (Gen. von Below) between Cambrai and Arras.

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In all some 64 enemy divisions were thrown against the British front on March 21st, the attackers outnumbering the defenders at the outset by two to one, and later by odds yet more overwhelming. The assault, which at first compelled a series of withdrawals into the elastic defensive system called the battle zone, developed on March 22nd into a 'break-through' W. and S.W. of St-Quentin, where the front had been most lightly held. Some 45,000 prisoners were claimed in these two days, and the enemy advanced 15 miles. St-Quentin was soon left far behind the fighting-line, but was again approached in Sept. 1918 and, outflanked by the British success of Sept. 29th on the canal at Bellenglise (p. 102), was entered by Gen. Debeney's French army on Oct. 1st.

From the railway station we cross the Somme to the *Place du Huit-Octobre*, the name of which recalls the gallant defence of the town in 1870 (p. 86). Of the bronze commemorative monument here the Germans left nothing but the pedestal. Thence the Rue d'Isle and the Rue de la Sellerie lead N. to the large *Place de l'Hôtel-de-Ville*, where the bare pedestal of the fine monument of the siege of 1557 (p. 86) is another witness to the German need of bronze. The **Hôtel de Ville,** on the N. side of the Place, a notable Gothic building of the 14–16th cent., has escaped serious injury, though the sculptured façade of 1509 shows marks of shrapnel and the tower (18th cent.) has been damaged. To the S. of the Place rises the tower of the church of *St-Jacques* (under restoration).

The Rue St-André leads E. to the spacious collegiate church of ***St-Quentin,** known as '*la Basilique*,' one of the finest Gothic churches in Northern France, dating from the 13–15th centuries. The church, damaged by bombardment and incendiarism, is being restored and was partly reopened in March 1920. The porch and the portion between the double transepts, of about the same date as the choir (1230–57), are the oldest parts. The nave is flanked by aisles that are prolonged as far as the apse. On the *Choir Screen (partly 14th cent.; restored) are bas-reliefs with scenes from the life of St. Quentin (p. 86), who with his companions is buried in the 11th cent. crypt beneath the choir. The King of France was formerly the premier canon of this church.

To the N. of the Hôtel de Ville is the *Palais de Justice* (1908), known also as the *Palais de Fervaques*, after the convent which previously occupied the site (comp. p. 88). The large building accommodates the law courts and the public library.

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The environs of St-Quentin, for the most part treeless downs, are interesting chiefly for the landmarks of the battles of 1917–18. Among these are *Manchester Hill* and the *Épine de Dallon*, 2½–3 m. S., on the road to Ham, where the course of the Hindenburg Line may still be traced; the woods of *Savy* and *Holnon* (p. 97), 3–5 m. W.; and the canal tunnels of *Le Tronquoy* and *Bellicourt* (p. 102), 4–8 m. N.—The light railway from St-Quentin to (30½ m., 49 km.) *Caudry* (p. 89) traverses the battlefield of Oct. 1st–10th, 1918, when the British Fourth Army (with an American corps) pursued the enemy beyond his Hindenburg Line into open country.

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FROM ST-QUENTIN TO GUISE, 24¼ m. (40 km.), light railway in 1½ hr. (12 fr. 20, 7 fr. 55 c.). The line runs S.E. viâ (3 m.) *Itancourt*, between which village and *Urvillers*, 2 m. S.W., ran the trenches of the Hindenburg Line.—From (6¾ m.) *Mézières-sur-Oise* a branch runs S. to (2½ m.) *Moy* and (5 m.) *Vendeuil*.—10½ m. (17 km.) *Ribemont* (Hôt. du Mouton-Noir), an old town, retaining portions of its ramparts, was burned by Condé in 1587. It is the birthplace of A. N. de Condorcet (1743–94), mathematician, philosopher, and 'Conventional.'—14¼ m. *Origny-Ste-Benoîte* owes its name to St. Benedicta, a 4th cent. martyr, who was buried here.

24¾ m. (40 km.) **Guise** (*Hôt. Bellevue*; *Buffet-Hôtel*), an ancient and busy town (7074 inhab.), on the upper Oise, was the cradle of the ducal family of Guise and the birthplace of Camille Desmoulins (1762–94), whose statue is in the Place d'Armes. On Aug. 30th, 1914, Gen. Lanrezac checked Von Bülow here (battle of Guise). The Germans made a stand near Guise in the closing weeks of Oct. 1918, and the town, much damaged in the fight, was not entered by Gen. Debeney's army until Nov. 5th. The *Castle* has been converted into barracks. The *Usine Godin*, a large engineering factory, was bequeathed by J. B. A. Godin (d. 1888) to the workmen, for whom, about 40 years earlier, he had erected a 'familistère' or communistic colony (400 families) on the lines advocated by Fourier.—From Guise to *Laon* and *Le Cateau*, see p. 115; to *Bohain*, see below; to *Hirson*, see p. 45.

From St-Quentin to *Roisel*, see p. 97; to *Ham*, see p. 78.—From St-Quentin by road to *Cambrai*, see p. 100; to *Arras*, see p. 51.

Beyond St-Quentin the railway ascends the upper valley of the Somme.—The river rises near (103¾ m.) *Croix-Fonsomme*, 1 m. S. of which are ruins of the Cistercian abbey of *Fervaques*, founded in 1460 and transferred to St-Quentin in 1635 (comp. p. 87).—106¼ m. *Fresnoy-le-Grand* (2802 inhab.), a large industrial village.—108¾ m. (175 km.) **Bohain** (*Hôt. du Nord*), an old town (6215 inhab.) with manufactures of silk goods, was the first intact town entered by the British Fourth Army after its advance of 45 miles across the Somme battlefield (Oct. 9th, 1918).

Light railways run from Bohain to (12½ m., 20 km.) *Le Catelet* (p. 100) and to (12½ m., 20 km.) *Guise* (see above).

112½ m. (181 km.) **Busigny** (*Buffet-Hôtel*), an industrial centre (3423 inhab.) and an important railway junction, was one of the places captured by the American troops with the British Fourth Army (Oct. 8th, 1918).

FROM BUSIGNY TO HIRSON, 34¾ m. (56 km.), railway in 2 hrs. (25 fr. 25, 17 fr. 5 11 fr. 10 c.), crossing the battlefield of the *Selle*, where a brief German stand in Oct. 1918 led to the destruction of many villages.—5 m. *Vaux-Andigny*.—6¼ m. *La Vallée-Mulâtre* lies on the N.W. border of the *Forest of Andigny*, where in Oct. 1918 the advancing British-American line joined the French.—At (7¼ m.) *Wassigny* we intersect the railway from Laon to Guise and Le Cateau (p. 115).—The railway crosses the Sambre-Oise canal at (11¼ m.) *Étreux*; to the N. of this the crossing was forced by the Fourth Army on Nov. 4th, 1918.—16¾ m. *Le Nouvion* (Hôt. du Lion-d'Or) stands near the N.W. border of the great *Forêt du Nouvion* (15 sq. m.), regained by the French on Nov. 5–7th, 1918.

24¼ m. (39 km.) **La Capelle-en-Thiérache** (*Hôt. des Messageries*), a town of 1897 inhab., is famous as the point at which the German plenipotentiaries on their way to sign the Armistice crossed the French lines on Nov. 7th, 1918. After an interchange of wireless between the German High Command and Marshal Foch artillery fire had been ordered to cease, and near *Haudroy*, 1½ m. N.E., at a cross-roads lit up by the beams of several search-lights, the three motor-cars of the German delegates were met at 9.15 p.m. by French officers, who escorted them thence through La Capelle, to the château of Francport (p. 93). The Allied advance was then resumed.

29 m. *Wimy* has a castellated 15th cent. church.—34¾ m. (56 km.) *Hirson*, see p. 44.

From Busigny to *Le Cateau* and *Maubeuge*, see Rte. 23.

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A little beyond Busigny we diverge to the left from the main line.—114¼ m. *Maurois*, like most of the neighbouring villages, has weaving mills.—116 m. *Bertry* is a small town on the battlefield of Le Cateau (p. 104).—118½ m. *Caudry* (Hôt. de l'Europe), which produces tulle and embroidery, has an 18th cent. château. In the modern church is the 15th cent. shrine of St. Maxellenda. Local railways run hence to *Denain* (see p. 103), viâ *Le Catelet* (p. 100) to *St-Quentin* (see p. 86), to *Le Cateau* (see p. 103), and to *Cambrai* (Rte. 22).—Signs of the ravages of war become more apparent in the villages as we approach Cambrai.

129¼ m. (208 km.) **Cambrai,** see Rte. 22.

20. COMPIÈGNE AND PIERREFONDS

COMPIÈGNE (16,342 inhab.), an ancient town on the Oise, famous for its historic associations with the French kings, is visited for its château, its park, and its forest. It was bombarded in 1918, but most of the older buildings escaped serious injury.

Hotels. *Du Rond Royal (beyond Pl. C 2), Av. Thiers, close to the forest, in summer only; Palace (Pl. b; C 2), facing the palace, R. from 35, L. 30, D. 32 fr.; de la Cloche (Pl. c; B 2), Place de l'Hôtel-de-Ville, R. 15–50, L. or D. 14–25 fr.; de France (Pl. e; B 2), 17 Rue Eugène-Floquet, R. 12–40, L. or D. 12–15 fr.; *de Flandre, near the station, R. 12–25 fr., L. or D. 12 fr.; etc.

Post Office (Pl. B 3), 6 Rue Napoléon.—Syndicat d'Initiative at the Hôtel de Ville.

Autocars run to *Senlis* twice daily in 1½ hr. (13 fr. 50 c.); also (in 'Circuits') on Sun., Thurs., and holidays to *Pierrefonds*, *Rethondes*, and *Armistice* (15 fr. 25 c.), and once monthly to *Armistice*, *Soissons*, the *Chemin des Dames*, *Coucy-le-Château*, etc. (40 fr. 25 c.).

English Church, *St. Andrew's* (Pl. C 2), Av. Thiers.

Race Course (6 meetings annually and Golf Course (9 holes), beyond the Petit-Parc.

History. Compiègne, the *Compendium* of Latin chronicles, so called from its position on the 'short cut' between Beauvais and Soissons, was afterwards a country-seat of the Frankish kings and the site of the Benedictine monastery of St-Corneille. In 1430 Joan of Arc, leading a sortie from the town, was captured by the Burgundians, who sold her to the English. The Treaty of Compiègne (between Richelieu and the Dutch; 1624) and other treaties were signed in the château or palace, which was a favourite residence of the French monarchs. Here Marie-Antoinette was received by Louis XVI in 1770, and Marie-Louise by Napoleon I in 1809.—During the retreat from Mons in 1914 the Germans, pressing the British rearguard, occupied the town on Sept. 1st, but retired before the Allied advance of Sept. 12th. In March–June 1918 Compiègne was again threatened, and the battle of the Matz (p. 95) brought the enemy temporarily almost to its gates. In Nov. 1918 the Armistice was signed at Rethondes (p. 93), 4½ m. E.

From the station we descend to the new wooden bridge over the Oise, replacing the old town-bridge which was blown up by British sappers on Aug. 31st, 1914. A tablet on No. 5 in the Marché-aux-Fourrages, at the near end of the bridge, approximately marks the spot where Joan of Arc was captured. From the farther end the Rue de Solférino, with a timbered house at No. 13, leads to the Place de l'Hôtel-de-Ville,

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the principal square, in which stands a bronze statue of the heroine, by Leroux (1880). The graceful façade of the **Hôtel de Ville** (1502–10) is decorated by modern statues; the tall belfry contains a bell cast in 1303 and a 16th cent. clock which sets in motion, every ½ hr., three wooden figures known as ' Picantins.' In the interior is the *Musée Vivenel* (10–2 & 2–4 or 5; gratuity), interesting as a representative epitome of the applied arts, and containing also a few drawings by old masters. The short Rue Magenta leads to the 13–15th cent. church of *St-Jacques*, noteworthy for its lofty bell-tower (160 ft.) with a Renaissance lantern; and thence we follow the Rue Mounier or Rue Henri de Séroux in order to reach the vast Place du Palais, which contrasts oddly with the provincial character of the town.

The ***Château** or *Palace* of Compiègne, nearly 5 acres in extent, designed by Gabriel under Louis XV and restored by Napoleon I, is an example of the French neo-classic decadence, imposing in its mass-effect, but unattractive in its extreme bareness and sobriety. The façade towards the Place du Palais is agreeably relieved by the graceful portico and columns of the main courtyard; the façade giving upon the terrace and the park is 114 yds. in length. The interior, partly occupied since the War by the Ministère des Régions Libérées, contains a famous collection of *Tapestries, many paintings and sculptures, and handsomely decorated suites of apartments. Most of the Empire furniture installed by Napoleon I has been preserved, and various souvenirs of that emperor are shown, the fire which devastated the emperor's bedroom in 1919 having spared most of the furniture. Visitors are admitted daily, 10–12 and 1–5; in winter (Oct.–Apr.) 11–12 and 1–4; adm. 2 fr., Thurs. afternoon and Sun. free. Visitors are escorted by a guardian.

We cross the courtyard and enter the vestibule, or SALLE DES COLONNES, which contains statuary and a collection of old coaches, sledges, and other vehicles. The Grand Staircase leads to the SALLE DES GARDES, the oldest part of the building, where we await the guardian. From the right-hand end of the room we enter the Ante-Chapel, with Flemish tapestries (Story of Coriolanus), beyond which a gallery overlooks the CHAPEL, where the marriage of Leopold I, King of the Belgians, and Princess Louise-Marie of Orleans was celebrated in 1832. We turn to the left into the APPARTEMENTS DES MARÉCHAUX, a series of rooms hung with an incomparable collection of Gobelins *Tapestries (Story of Esther, after *F. de Troy*; Story of Jason and Medea, after *Audran* and *Amédée Vanloo*); one of the rooms contains furniture which belonged to Napoleon; another is a reconstitution of Josephine's writing-room; and most of the furniture is covered in Beauvais tapestry.—We return by a parallel corridor hung with an interesting series of paintings (Story of Don Quixote) by *C. Coypel* (1694–1752), and enter the GALERIE DES FÊTES, constructed by Napoleon I and decorated in white and gold. It contains a painting of the Emperor, by *Gros*, and statues of his mother Laetitia Bonaparte (copied from Canova), and of himself in Roman costume. Traces of the bombardment of 1918 are still apparent. Passing through the Galerie des Cerfs (hunting scenes) we reach a room hung with fine Aubusson *Tapestries, by *Boucher* and *Dumont* (Chinese designs). Beyond the Salon des Fleurs is the Dining-Room of the Prince Imperial (son of Napoleon III and Eugénie, killed in Zululand in 1879), on the left of which are the PETITS APPARTEMENTS DU PRINCE IMPÉRIAL (shown by the guardian on request), con-

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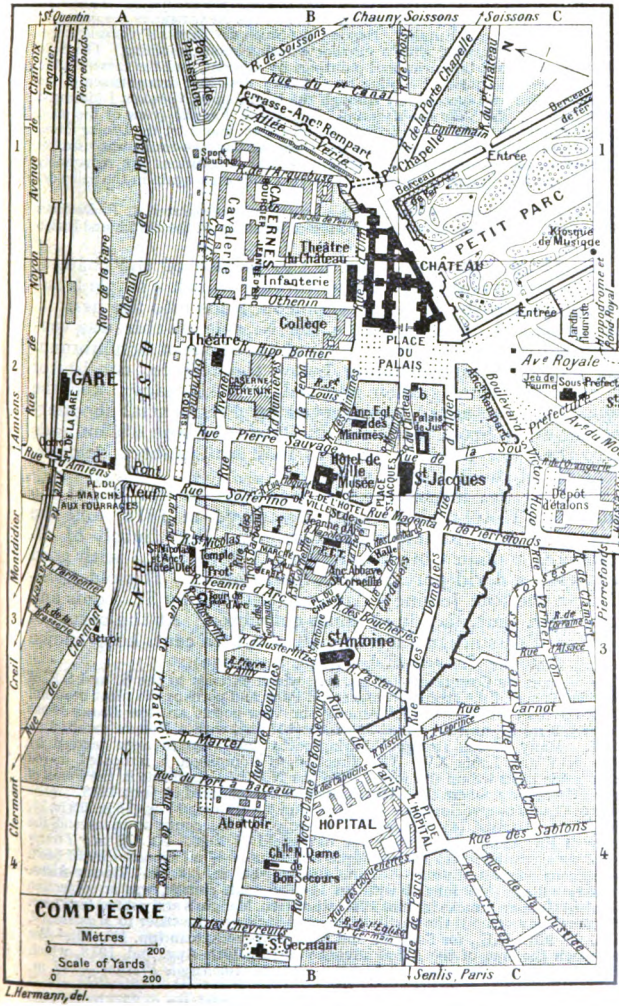
COMPIÈGNE
Mètres
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L.Hermann, del.
GARE
Théatre
Théatre du Château
Infanterie
Cavalerie
CASERNE
CHÂTEAU
PETIT PARC
Kiosque de Musique
Entrée
Collège
PLACE DU PALAIS
Ave Royale
Sous Préfect.
St André
Hôtel de ville
Musée
St Jacques
Dépôt d'étalons
St Antoine
Carnot
HÔPITAL
Abattoir
Chle N. Dame de Bon Secours
St Germain
Chauny, Soissons
Soissons
Senlis, Paris
Rue du Pt Canal
Rue du Pt Chateau
Rue de Paris
Rue des Sablons
Rue Pierre Sauvage
Rue Solferino
Rue des Pierrefonds
Rue des Cordeliers
Rue des Boucheries
Rue des Lombards
Rue des Pauvres
Rue de la Croix
Rue de la Clef
Rue de la Cave
Rue de la Gare
Rue de Montdidier
Rue de Clermont
Rue de Chauny
Rue de Tergnier
Rue de Pierrefonds
Rue de Soissons
Rue de Senlis
Rue de Compiègne
Rue de Paris
Rue de la Croix

taining a statue of the prince with his favourite dog, and souvenirs of his childhood, including a set of table ornaments in tartan presented by Queen Victoria. We return to the Dining-Room and enter the STATE APARTMENTS, decorated in the style of the Second Empire. Beyond the *Salon des Dames d'Honneur* is the *Bedroom of Marie-Louise*, with a circular dressing room adjoining. The *Salle de Musique* has good tapestries and paintings by Girodet, and the *Library* is the former study of Napoleon I (ceiling by Girodet; desk and draughtsmen of the Emperor). We pass successively through the Bedroom of *Napoleon I* (damaged by fire in 1919), the *Salle des Ministres*, the *Salle de Famille* (view of the main avenue of the park), and the *Salle des Aides-de-Camp*, and enter the *Dining Room*, the table in which, once carried in the Imperial baggage-train, was used by Napoleon in his campaigns. The grisaille mural decorations are remarkably successful in their imitation of relief. The visit ends once again in the Salles des Gardes.

The SECOND FLOOR contains sketches by the animal-painter *A. F. Desportes* (1661–1743), and a miscellaneous collection of paintings of the Dutch and Italian Schools.

The *PARK, as viewed from the terrace of the château, forms a lovely wooded expanse, through which a single broad avenue, pierced by order of Napoleon, leads into the heart of the forest. A trellis-walk on the N. side of this was constructed for Marie-Louise to remind her of one at Schönbrunn. The *Petit-Parc*, immediately below the terrace, consists of an elegant formal garden adorned with statuary; and the *Grand-Parc* (no adm.) is preserved for Presidential shooting-parties, etc.—From the Place du Palais the Rue d'Ulm leads E. to the *Porte Chapelle*, built in 1552 by Philibert Delorme, architect of the Tuileries.

Many of the interesting old mansions to the W. of the Place de l'Hôtel-de-Ville were destroyed in 1918, and the quarter is now somewhat featureless. The church of *St-Antoine* is a plain Gothic building (13–16th cent.) with good gargoyles, a florid portal, and a raised choir. The old *Hôtel-Dieu*, in the Rue Jeanne d'Arc, was founded by St. Louis and has a 13th cent. façade of some character. At the corner of the Rue d'Austerlitz is a fragment of a 12th cent. keep known as the *Tour de Jeanne-d'Arc* (now a garage).

The FOREST OF COMPIÈGNE (55 sq. m.), which extends to the S. and S.E. of the town, is one of the strategic defences of Paris and perhaps the most beautiful woodland tract in N. France. Among the view-points are the *Beaux-Monts* (456 ft.), 3 m. E., and the *Mont St-Pierre* (467 ft.), with a Roman camp, 6 m. E.S.E. Many of the straight hunting-paths and avenues were pierced by Louis XIV and Louis XV. The direction of Compiègne is indicated in red on all guide-posts within the forest.—To the N.E. of Compiègne is the *Forest of Laigue* (15 sq. m.), where the German advance was checked in June 1918.

FROM COMPIÈGNE TO SOISSONS, 24¾ m. (40 km.), railway in 1¼ hr. (18 fr., 12 fr. 15, 7 fr. 95 c.). Beyond (4¼ m.) *Rethondes* (see p. 93) we continue to ascend the valley of the Aisne, approaching the battlefield of 1918.—At (7½ m.) *Trosly-Breuil* we leave the forest of Compiègne behind us.—8¾ m. *Lamotte-Breuil* has a conspicuous wireless station.—10½ m. *Attichy*.—14¼ m. (23 km.) **Vic-sur-Aisne**, a quarry village (835 inhab.) with an 11–16th cent. church, was an objective of violent German attacks in June 1918, when Gen. Mangin's army stood firm here. A light railway ascends the partly devastated valley of the Ozier to *Montécouvé*, 13 m. (21 km.) N.E., for Soissons and for Coucy-le-Château (pp. 111, 85).—We now reach the area of the Allied advance of July 15th–Aug. 2nd, 1918, which culminated in the recapture of Soissons.—18 m. *Ambleny-le-Pressoir*.—24¾ m. (40 km.) *Soissons*, see p. 108.

From Compiègne to *Cambrai*, see Rte. 19; to *Clermont*, see p. 25; to *Estrées-Denis* (Amiens), see p. 64; to *Paris*, see p. 84; to *Roye*, see p. 95.

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From Compiègne to Pierrefonds (LA FERTÉ-MILON)

RAILWAY to *Pierrefonds*, 10½ m. (17 km.) in 20 min. (7 fr. 65, 5 fr. 15, 3 fr. 35 c.); to *La Ferté-Milon*, 31½ m. (51 km.), in 1½ hr. (23 fr., 15 fr. 50, 10 fr. 10 c.). AUTOCARS, see p. 89.

The railway crosses the Oise above Compiègne, ascends the valley of the Aisne (left bank), and passes through the forest. On the right are the Beaux-Monts (see p. 92) and the *Mont du Tremble*.—Near (4½ m.) **Rethondes,** junction for Soissons (see p. 92), is the railway-siding where the German plenipotentiaries presented themselves on Nov. 8th, 1918, at Marshal Foch's train, to sue for an armistice. They passed the previous night in the château of *Francport*, 2 m. N.W. The Armistice was signed at the *Carrefour de l'Armistice*, c. 1 m. from Rethondes on the Francport road, at 5 a.m. on Nov. 11th, 1918, and hostilities were ordered to cease on the whole front at 11 a.m. A monument was unveiled on the spot in 1922, where the historic railway coach is now housed in a specially erected building.—6¾ m. *Vieux-Moulin*, in a valley within the forest, is frequented by artists. We skirt the Mont St-Pierre (l.; see p. 92).

10½ m. (17 km.) **PIERREFONDS** (*Hôt. des Bains; des Ruines*, R. 12–35 fr., L. or D. 16 fr.; *des Étrangers; Hostellerie de l'Enfer*), at the S.E. extremity of the forest of Compiègne, is an attractive little town (1111 inhab.) much visited in summer. It has a thermal establishment (chalybeate and sulphur springs; June–Sept.) and a pretty lake (boating). The church has a Romanesque crypt of 1060 (no adm.), a 12–14th cent. choir joined to a double nave of later date, and a tower of 1552; in the interior are a Flight into Egypt by Lagarde and one or two other paintings.

The imposing feudal ***Castle of Pierrefonds,** situated on a height W. of the town, ranks as the most perfect example of mediæval military architecture in France, and its restoration is regarded as one of the chief achievements of Viollet-le-Duc, some of whose methods, however, have not escaped criticism. Built in the form of an irregular quadrilateral enclosing a central court, the castle is strengthened by tall and massive towers at the angles and in the middle of each side, while two rampart walks, one above the other, are carried round the top of the walls. The entrance is on the S.W. side. Visitors are admitted daily 10–12 & 1–4 (1–6 May–Sept.); adm. 2 fr., free on Thurs. afternoon and Sunday.

The castle, built in 1390–1405, by Louis I of Orleans (the ambitious brother of Charles VI), a bronze statue of whom (by Frémiet) stands in the central court, was dismantled by Richelieu in 1617. It was sold at the Revolution, but Napoleon I repurchased it for the State; and in 1858 its complete restoration was begun by Viollet-le-Duc at the expense of Napoleon III.

The courtyard is flanked on the left by the Salle des Gardes, with the Salle des Preuses (see p. 94) above it; at the end are domestic offices below the unfinished quarters of the garrison; and on the right is the Gothic *Chapel*, with a note-

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worthy portal, particularly well restored by Viollet-le-Duc, whose statue, with the attributes of St. James, is seen on the pillar. In the S. angle rises the strong KEEP or *Donjon*, the residence of the feudal lord, the interior of which is shown by the custodian (gratuity usual). On the ground floor of the keep are the kitchens; on the first floor are the hall, with a fine chimney-piece, and the lord's bedroom, decorated with modern frescoes depicting the life of a mediæval knight; and on the second floor is the so-called *Hall of the Knights of the Round Table*. A narrow staircase ascends to the crowning turret of the keep (view).—From the first floor we next proceed to the *Salle des Armures*, the vestibule to the long *Salle des Neuf Preuses*. At the entrance to the latter are painted statues of Charlemagne, Roland, Turpin, William of Orange, and Oliver de Clisson. Opposite, on the monumental chimney-piece, are statues of the Nine Preuses (or 'doughty ladies') of chivalric romance: Semiramis, Deifemme, Lampedo, Hippolyta, Deisilla, Tomyris, Tanqua, Menelippe, and Penthesilea. From the other end of the long hall we descend to the Salle des Gardes, containing many fragments of sculptures from the original castle, and the exit.

Beyond Pierrefonds the train skirts the S.E. border of the forest.—14¼ m. *Morienval*. The church, 2 m. S.W. of the station, has three Romanesque *Towers and fine Gothic vaulting of the early 12th century.—18 m. *Eméville* is the station for *Vez*, 2 m. S.W., with a 13–14th cent. castle.—23 m. *Villers-Cotterets*, see p. 107. We traverse the Forest of Retz (p. 107) and the battle-front of June–July, 1918.—31½ m. (51 km.) *La Ferté-Milon*, see p. 122.

21. FROM PARIS TO CAMBRAI VIÂ CHAULNES AND PÉRONNE

RAILWAY, 121½ m. (195 km.) in 6 hrs. (87 fr. 85, 59 fr. 30, 38 fr. 65 c.); to *Chaulnes*, 82 m. (132 km.) in 3¾ hrs. (59 fr. 45, 40 fr. 15, 26 fr. 15 c.); to *Péronne*, 93¾ m. (151 km.) in 4½ hrs. (68 fr. 5, 45 fr. 90, 29 fr. 95 c.).—For an alternative route from Paris to Cambrai, see Rte. 19.

ROAD, 99½ m. (160 km.).—27½ m. (44 km.) *Senlis* (p. 26).—41½ m. (67 km.) *Estrées* (p. 64).—64 m. (103 km.) *Roye* (see p. 95).—77 m. (124 km.) **Péronne** (p. 95).—80½ m. (146 km.) *Gouzeaucourt* (p. 97).—99¼ m. (160 km.) **Cambrai** (p. 97).

From Paris to (49¾ m., 80 km.) *St-Just*, see p. 25. We diverge to the right from the line to Amiens, and go on N.E. through almost level country.—51½ m. *Plainval*.—55¼ m. *Maignelay-Montigny*. *Maignelay* (Hôt. Dormigny), the village nearer the station, has a fine Gothic church with bold and original vaulting, finished in 1516 by the elder Vast, architect of Beauvais Cathedral.—We descend into the valley of the *Trois-Doms* and enter the battlefield of 1918.

62¾ m. (101 km.) **Montdidier** (*Hôt. de Dijon*, R. from 10 fr.; *du Lion d'Or*; *Buffet-Hôtel*), with 4706 inhab., pleasantly situated on a hill (view), is said to derive its name from the Lombard king Didier, imprisoned here in 775 by Charlemagne. It was laid in ruins in the battles of 1918, and its two interesting old churches were almost completely destroyed. Par-

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mentier (1737–1813), who introduced the potato into France, was born here.

Montdidier, which from 1914 to 1917 was 8 m. behind the French front, fell to Von Hutier on March 27th, 1918, during the critical struggle for Amiens. Gen. Debeney's army checked the advance on the heights to the W., and on May 28th, 1918, the 1st U.S. Div. attacked and captured *Cantigny*, on a hill 4 m. W.N.W., a feat of arms notable as the first American intervention on an active front. On Aug. 10th Montdidier, outflanked by the Allied advance in the battle of Amiens (p. 76), was retaken by Gen. Debeney's army with 2000 prisoners. *Grivesnes* (5 m. N.W.), *Gratibus* (3 m. N.), *Faverolles* (2½ m. E.), and *Assainvillers* (2½ m. S.E.) were the chief theatres of combat near Montdidier. The plateau of *Méry*, 7 m. S., was the scene of Mangin's defensive victory (battle of the Matz, comp. below) in June 1918.

From Montdidier to *Amiens* and *Crépy-en-Valois*, see p. 64; to *Albert*, see p. 70; to *Noyon*, see p. 85.

We now ascend the Santerre plateau (p. 76), which in wide areas resembles a prairie.—65¾ m. *Faverolles* (see above).—68¼ m. *Laboissière*.

74 m. (119 km.) **Roye** (5163 inhab.; *Buffet-Hôtel*), the ancient *Rhodium*, on the *Avre*, carries on an active trade in the grain of the Santerre. Scarcely a building survived the War intact, and the late-Gothic church of *St-Pierre* was battered almost beyond recognition.

Roye was a 'point of rupture' selected by the German General Staff in Sept.–Oct. 1914, after the failure of their original march on Paris; but the enemy succeeded only in gaining the town, with its network of roads. In March 1917 it was abandoned to the French; a year later the retreating remnants of the British 5th Army made a stand here. Roye was retaken by Gen. Debeney's army on Aug. 27th, 1918.—*Crapeaumesnil* and the *Bois des Loges* (3–4 m. S.), and *Fresnoy* and *Damery* (2–3 m. N.W.) were centres of the struggle.

From Roye to Compiègne, 22½ m. (36 km.), railway in 1½ hr. (16 fr. 20, 10 fr. 95, 7 fr. 15 c.). The line runs S. viâ (3¾ m.) *Beauvraignes*, to the W. of which lies *Tilloloy*, with a Renaissance church and 17th cent. château, in ruins. On the left we pass the Bois des Loges (see above).—At (8 m.) *Roye-sur-Matz* (p. 85) we intersect the light railway from Noyon to Montdidier. The valley of the *Matz* (l.) was the scene of critical fighting in March and June 1918 (battle of the Matz); the German advance was finally checked by a reaction of Gen. Mangin, heralding the Allied offensive.—11⅔ m. *Ressons-sur-Matz* had a 15th cent. church, now ruined.—At (15½ m.) *Antheuil* we leave the battlefield.—Beyond (17¼ m.) *Villers-sur-Coudun* we cross the *Aronde*.—The church of (21¾ m.) *Clairoix*, dominated by *Mont Ganelon*, has a Romanesque tower and font.—22½ m. (36 km.) *Compiègne*, see p. 89.

From Roye to *Amiens* by road, see p. 63.

77 m. *Fresnoy-lès-Roye* (see above).—Beyond (78¾ m.) *Hattencourt* we pass *Hallu* (r.) and *Chilly* (l.), captured in Aug. 1916 by the French and two years later by the Canadians. The whole of this district was devastated.—82 m. (132 km.) **Chaulnes**, on the Amiens and Laon railway, see p. 77.—86¼ m. *Marchélepot* had a 15–16th cent. church, but the village, like that of *Misery*, 1½ m. N.E., has been almost destroyed. We reach the left bank of the Somme at (89½ m.) *Pont-lès-Brie*, where the havoc wrought by three years of bombardment and the destruction of the canal locks is still evident.

93¾ m. (151 km.) **PÉRONNE** (4241 inhab.; *Hôt. St-Claude*, R. 8–16 fr., L. or D. 10 fr.; *de la Paix*; *St-Fursy*; *Moderne*), once a quaint town with many timbered houses, now rising from its ruins, is situated at the confluence of the *Cologne* and

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the *Somme*, whose pools and marshes, interspersed with little islands inhabited by market-gardeners and fishermen, give it a picturesque aspect. Péronne is a centre from which to visit the S. part of the Somme battlefield, and the area of the great retreat of March 1918.

History. Péronne (*Petrona* or *Petronia*) originated in an abbey founded by or for a band of Scottish monks, which afterwards took the name of St. Fursy (d. 650), its first abbot. The Counts of Vermandois made the town their capital in the 9th cent., and built a keep where Count Herbert twice imprisoned Charles the Simple, who died here of starvation in 929. Péronne at a later date belonged to France, but Charles the Bold of Burgundy occupied it in 1465, and when Louis XI visited Péronne in 1468 in order to come to terms with his powerful vassal, Charles imprisoned him for two days in the Castle and imposed upon him the humiliating Treaty of Péronne. A graphic description of these events is given in Scott's 'Quentin Durward.' In 1536, when the Duke of Nassau, general of Charles V, laid siege to Péronne, Catherine de Poix (Marie Fouré), a local heroine, distinguished herself in the successful defence of the town and slew a Spaniard with her own hands. Péronne "preserved the proud name of Péronne la Pucelle, until the Duke of Wellington, a great destroyer of that sort of reputation, took the place in his memorable advance upon Paris in 1815" (Scott). On Jan. 9th, 1871, after a twelve days' bombardment, it surrendered to the Prussians. The French failed to capture Péronne in the first battle of the Somme (July–Sept. 1916), but it was entered in March 1917 after the German retreat, only to be lost a year later, and retaken (by the Australians) in Sept. 1918. In the course of these struggles it was destroyed. The placard inscribed 'Nicht ärgern, nur wundern' (Don't be annoyed, just marvel), left by the Germans on the ruins, is now in the Imperial War Museum in London.

Péronne is reached from the station by a bridge over the limpid Cologne. The Avenue de la Gare and Rue St-Sauveur (l.) lead to the rectangular Grande-Place, in which is the *Hôtel de Ville* (r.), once a handsome Renaissance and 18th cent. edifice, now completely rebuilt. Near the S. corner of the square, in the Rue St-Jean, stands the church of *St-Jean* (1509–25), with a striking sculptured portal. This is being rebuilt after having been almost obliterated. To the S.W. of the Place, reached viâ the Rue St-Nicolas, are the remains of the **Castle,** a heavy building with four mediæval towers, a moat and drawbridge, and extensive subterranean passages and dungeons. Above the town, on the right of the road to Bapaume, is Mont St-Quentin (365 ft.; view), a formidable position abandoned in turn by the Germans in March 1917 and by the British a year later, and finally stormed on Aug. 31st, 1918, by the Australians (monument).

Beyond Mont St-Quentin (2 m. N. of Péronne) is the valley of the *Tortille*, with the shattered concrete bed of the Canal du Nord (p. 71).—At *Hem Farm*, 4 m. N.W., are large British, French, and German cemeteries.—The undulating main road from Péronne to *Bapaume* (13½ m., 22 km.; *Autocars*, see pp. 47, 71, and 86), affording extensive views of the stricken country, passes (3½ m.) *Bouchavesnes*, (5½ m.) *Rancourt*, the scene of desperate fighting in 1916 (statue of Marshal Foch by *Firmin Michelet*), and (10 m.) *Le Transloy* (p. 70).—The main road to *Cambrai* (24 m., 39 km.) traverses the plateau of *Nurlu* (7 m.) and the Cambrai battlefield (p. 100).

From Péronne to Ham, 21 m. (34 km.), light railway in 1½–2 hrs. (14 fr. 75, 11 fr. 40, 8 fr. 5 c.). The line traverses a plateau E. of the Somme where, though comparatively little fighting took place, the villages were ruthlessly mined in the German retreat of March 1917.—We intersect the main Amiens–St-Quentin road at (5 m.) *Moms-en-Chaussée*.—7½ m. *Athies* had a fine Transitional church. The wooded valley of the *Omignon*, a stream with a partly subterranean course, is the scene of a German 'infiltration' on March 22nd–23rd, 1918, compromis-

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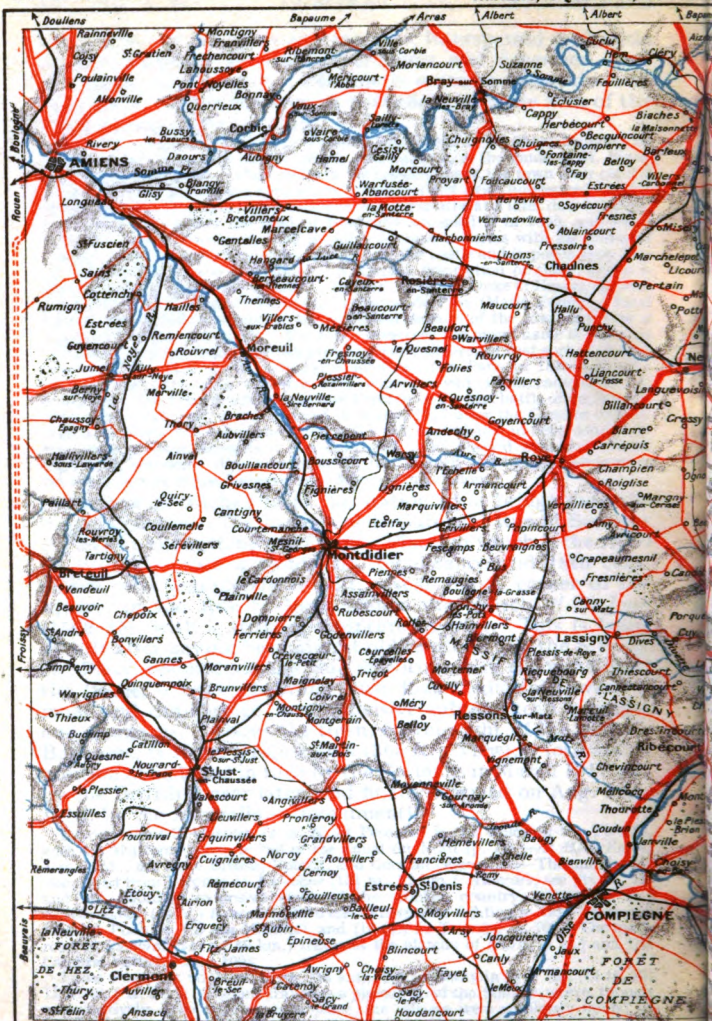

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ing the retreat of the 5th Army.—We ascend the valley as far as (10 m.) *Monchy-Lagache*.—17½ m. *Offoy*, junction for Nesle (p. 77).—21 m. (34 km.) *Ham*, see p. 77.

From Péronne to *Albert* by road and railway, see p. 70; to *Amiens* by road, see p. 68.

The railway ascends the valley of the Cologne.—94½ m. *Doingt*.—97 m. *Cartigny* has a 12–15th cent. church (restored).—101¾ m. *Roisel* (Hôt. de la Gare) escaped complete destruction.

FROM ROISEL TO ST-QUENTIN, 14½ m. (23 km.), railway in 1¼ hr. (6 fr. 85, 5 fr. 45, 4 fr. 10 c.).—2½ m. *Hervilly*.—At (5½ m.) *Bihécourt* we cross the Omignon.—6½ m. (11 km.) **Vermand**, a town of only 839 inhab., on a spur overlooking the Omignon, is believed to have been the capital of the *Veromandui* and possessed a ruined abbey founded about 1110. It was destroyed in 1917–18 (now rebuilt). We traverse *Holnon Wood* and *Savy Wood*, landmarks of the British front, and cross the Hindenburg Line (p. 100), now almost obliterated.—14½ m. (23 km.) *St-Quentin*, see p. 86.

A continuation of the railway runs N. from Roisel viâ Epéhy (see below) to (17½ m., 28 km.) *Vélu* (p. 71).—A branch-line runs from Roisel to (5 m.) *Hargicourt*, on the old Hindenburg Line.

106¾ m. *Epéhy*, just W. of the Hindenburg Line, was hotly contested in April 1917 and March 1918, and again on Sept. 12–18th, 1918 (battle of Epéhy). Branch-line to Vélu, see above.—We now descend towards the valley of the *Scheldt*, passing (r.) *Gauche Wood* and *Villers-Guislain*.—110½ m. *Gouzeaucourt*, a large village, fell into enemy hands for three hours on Nov. 30th, 1917, but was retaken by the Guards (see p. 100).—112½ m. *Villers-Plouich* is commanded by *Highland Hill* (W.) and *Welsh Ridge* (E.). A huge stone in the village marked the old boundary of Artois, Cambrésis, and Picardy.

115½ m. (186 km.) **Marcoing** (1732 inhab.), on the Scheldt canal, is perhaps the best centre whence to explore the Cambrai battlefield (comp. p. 100). Visitors should lodge at Cambrai and take the first morning train to Marcoing.

A branch connects Marcoing with *Masnières* (p. 100), 1½ m. E., on the road from Cambrai to St-Quentin.—From Marcoing to *Achiet*, see p. 71.

121½ m. (195 km.) **Cambrai**, see Rte. 22.

22. CAMBRAI

CAMBRAI (27,279 inhab.), the seat of an archbishop and formerly a fortress, is situated on the right bank of the canalized *Scheldt*. Before the War it was a prosperous industrial town, its chief manufacture being the fine linens known in English as 'cambric' and called by the French 'batiste,' from the alleged inventor, Baptiste Cambray, a weaver of the 13th century. When the Germans retired in 1918 they left Cambrai heavily mined, so that the British entry was followed by a series of explosions and fires that utterly wrecked a wide area in the very centre of the town, with many important buildings.

Railway Stations. *Gare Centrale* (Pl. C 3), or *Cambrai-Ville*, the main station; *Cambrai-Annexe* (beyond Pl. C 4), ½ hr. from the first, a secondary station on the Somain line; *Gare des Cambrésis* (Pl. C 4), for local service

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Hotels. BUFFET-HÔTEL, at the station (Pl. C 3), R. from 12 fr.; HÔTEL DU MOUTON-BLANC (Pl. b; C 3), 7 Rue d'Alsace-Lorraine; DE FRANCE, near the central station, R. 12–40 fr., L. or D. 15 fr.; TERMINUS, CONTINENTAL, both opposite the central station; etc.

Restaurants. *Buffet*, at the Gare Centrale, good; *La Taverne*, 30 Place d'Armes; ***Aux Palmiers***, 5 & 7 Rue Neuve; ***Abriols***, 2 Rue de la Herse. —Specialties of Cambrai are its cheese, resembling Camembert, and the sweetmeats known as 'bêtises.'

Post Office (Pl. A 3), near the cathedral.—SYNDICAT D'INITIATIVE, 25 Rue St-Martin.—BANKS. *Comptoir d'Escompte*, 75 Place d'Armes; *Société Générale*, 21 Rue de la Herse.

History. Cambrai, the *Camaracum* of the Romans and later the chief town of the *Cambrésis*, was in the early middle ages ruled by its bishops, from whom the citizens succeeded in extorting a charter in 1227. The possession of Cambrai was frequently and hotly contested in the wars of Francis I, Henri II, and Louis XIV, the last of whom finally added it to France in 1677. The short-lived League of Cambrai (1508) united Pope Julius II, Emperor Maximilian I, Louis XII, and Ferdinand of Aragon against the Venetians; and in 1529 the Peace of Cambrai or 'Ladies' Peace' was signed here by Louise of Savoy, mother of Francis I, and Margaret of Austria, aunt of Charles V, on behalf of these monarchs. In 1815 the town surrendered to Wellington, and in 1870 to the Germans.—In 1559 Charles V erected the bishopric into an archbishopric, of which the most distinguished holder was Fénelon (1651–1715), succeeded a few years later by the infamous Cardinal Dubois (1656–1723). Cambrai was the birthplace of Pierre de Franqueville (1548–1615), the sculptor, and of Gen. Dumouriez (1739–1833), and it was the residence of Enguerrand de Monstrelet (d. 1453), the chronicler.

CAMBRAI DURING THE WAR. Cambrai was occupied by Von Kluck's advance guard on Aug. 26th, 1914. It lay 21 m. behind the German trenches at Arras, and in 1916 was the H.Q. of Prince Rupprecht of Bavaria; but in March 1917 it was brought within 9 m. of the front by the German retreat on the Hindenburg Line (p. 100). In Gen. Byng's famous thrust of Nov. 20th, 1917 (p. 100), cavalry detachments penetrated almost to the E. outskirts of the town; but the German advance the following March left it again far behind the battle-front. On Oct. 9th, 1918, British and Canadian troops together entered the town.—For the battles of Cambrai, see p. 100.

From the *Place de la Gare*, in front of the Central Station (Pl. C 3), the fine new Rue d'Alsace-Lorraine leads direct to the Place d'Armes (see below), crossing the Boulevard Faidherbe, which, with its continuation the Boulevard Vauban, follows the line of the ancient ramparts.

The ***Jardin de l'Esplanade*** (Pl. B, C 4), to the S. of the Boul. Vauban, contains statues of Baptiste and Monstrelet (see above), and a monument commemorating the first crossing of the English Channel by air, by Louis Blériot (b. at Cambrai), in 1909. Farther S. are the *Villars Barracks* (formerly the citadel), in which British prisoners were confined.

The spacious PLACE D'ARMES, or GRAND' PLACE (Pl. B 2, 3), contains on its N.E. side the modern **Hôtel de Ville** (1873), which, though severely shaken with much interior injury, still presents a comparatively undamaged façade, and has now been rebuilt. The two quaint mechanical figures ('jacquemarts'; 1510), known as 'Martin' and 'Martine,' have been restored to their places in front of the cupola.

To the E. of the Hôtel de Ville lies the *Place au Bois* (Pl. B 3), and in the Rue Gambetta, near its S.W. corner, is the *Library* (Pl. B 3; open on weekdays except Aug. and Sept. 2–4), in the chapel of an ancient hospital. In 1914 it possessed 52,000 vols. and 1430 MSS., most of which have been preserved. The earliest MS. is *Historia Francorum*, by Gregory of Tours (c. 7th cent.); of the incunabula, the *Bible* of Schœfer (1472) is the most important.

From the opposite corner of the Place d'Armes the Rue St-Martin leads to the *Belfry* (Pl. B 3), with a base of 1447, a relic of

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the former church of St-Martin.—Opposite the Hôtel de Ville the broad new Avenue de la Victoire leads to the **Cathedral** (*Notre-Dame*; Pl. A 3), the former church of the Abbey of St-Sepulchre, which succeeded to its present dignity after the destruction at the Revolution of the original cathedral, a magnificent Gothic edifice of the 12–13th centuries. The present handsome building (18th cent.; rebuilt after a fire in 1859), though its façade is intact, was very severely damaged in 1918.

The most noteworthy features of the interior are the tomb of Fénelon (p. 98), with a statue by David d'Angers (1826; in the apsidal chapel); eight fine grisailles after Rubens by Geraert of Antwerp (transepts); and a Byzantine painting on cedar-wood (perhaps a copy), brought from Rome in 1440 and traditionally ascribed to St. Luke.

The Avenue de la Victoire continues to the *Porte de Paris* (1390), by which the Péronne and St-Quentin road quits the town.—The Rue du Grand-Séminaire, beginning almost opposite the cathedral, passes the 17th cent. *Chapel* of the former Jesuit seminary, in which the Revolutionary tribunal sat in 1793 with Joseph Lebon (p. 47) as president, and is continued by the Rue de l'Epée. At No. 15, once a rich private mansion, is housed the **Musée** (Pl. A 2), which contains varied art collections, including sculptures and a gallery of paintings of the French and Flemish schools.

Room I (Collection Louis Belmas): Paintings, including works by *A. Coypel* and *Guercino*.—Rooms II, III, and IV: Bronzes, ivories, enamels, miniatures, etc.—Room V: Paintings: *A. Carracci*, Descent from the Cross; *Snyders*, Still life and figures; *Hogarth*, Interior; *Rigaud*, Portrait; *Bernardino Luini*, Holy Family; *Van der Meulen*, The charming Englishman.

We now follow the Rue Vaucelette and cross the Place Thiers (Pl. A, B 2), with the remnants of a war monument for 1870–71, to the Place Fénelon (Pl. B 2), in which are the *Theatre* and a gateway of 1620, once belonging to the former archbishop's palace. At the corner of the Place and the Rue St-Aubert rises **St-Géry** (Pl. B 2), the 18th cent. successor of a church founded in 520 by St. Vaast (p. 47), first bishop of Cambrai. The building (much damaged in 1918) contains a marble rood-loft of 1545, with striking bas-reliefs.

In the Rue St-Pol, a little to the N. of the church, a gateway remains to mark the site of the *Hôtel St-Pol* (14th cent.), in which the 'Ladies' Peace' (p. 98) was concluded.—Thence we may follow the long Rue des Capucins (Pl. B, C 2), through a somewhat uninteresting quarter, to the *Porte de Selles* or *Porte de Douai* (1561), which is adjoined by the old *Château de Selles* (Pl. C 1), with its five towers of the 13th cent. overlooking the Scheldt. Adjacent, on a portion of the old ramparts, is a *Military Hospital*. Thence the Boul. Faidherbe (p. 98) leads straight to the station.

The Rue St-Aubert, skirting the S. side of the church of St-Géry, leads us back viâ the new Place du Neuf-Octobre (date of the liberation of Cambrai in 1918) to the Place d'Armes. From the Place du Neuf-Octobre the Rue Sadi-Carnot leads to the *Porte Notre-Dame* (Pl. C 2, 3; 1623), an old town-gate facing the Boul. Faidherbe, ¼ m. N.W. of the station.—The British national *Cambrai Memorial*, in Louverval Military Cemetery, commemorates 7048 missing.

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The sole interest of the environs of Cambrai centres in the **Battlefields** to the W. and S.W. Here a tract of chalk downs, sparsely wooded, with infrequent villages, was traversed by the HINDENBURG LINE, known to the Germans as the 'Siegfried Line,' a powerful system of field works constructed in 1916–17, strengthened by concrete and protected by broad belts of wire. It extended from the neighbourhood of Arras to the heights of the Chemin-des-Dames, and was manned by the main German forces after their strategic retreat in March 1917. In part of their length the trenches included the dry bed of the Canal du Nord (p. 71) and the famous tunnels of the Scheldt or St-Quentin Canal (p. 102). The defences were organized in depth in order to bring the fullest volume of artillery fire to bear upon attackers, and the zone of destroyed villages and devastated countryside to the W. served as a 'glacis.' Plan, see p. 102.

A considerable breach in the Hindenburg Line was made during the **First Battle of Cambrai** (1917), which began on Nov. 20th, when the 3rd British Army (Byng) made a surprise attack, with tanks, on a seven-mile front W. of the town. At the end of the first day, although checks had been met with at Flesquières (see below) and at Masnières (p. 97), the advance had reached 3–6 miles in depth. Bourlon Wood (p. 72), on the left flank, now became the centre of a bitter fight, while the resistance of Mœuvres and Inchy (p. 72; farther W.) left a salient in the British front.

On Nov. 30th came Ludendorff's ambitious counterstroke, in which 24 divisions struck at the British flanks. On the N. the attack was repelled, but on the S., near Gouzeaucourt (p. 97), the attackers made some progress and considerable captures. Early in December the British line was withdrawn to the Flesquières ridge, the net result of the battle being a gain of 9 sq. m. of ground and a slight British advantage in guns and prisoners. In the following March the 3rd Army's right stood firm in this sector against the German offensive.

On Sept. 27th–Oct. 5th the **Second Battle of Cambrai** (1918) swept over the same field in a week of almost unbroken success, the 1st and 3rd Armies taking 36,000 prisoners and 380 guns. Meanwhile between Cambrai and St-Quentin the 4th Army made the historic breach in the Hindenburg Line.

FROM CAMBRAI TO BAPAUME, 18 m. (29 km.) by road (railway viâ Marcoing, see pp. 97, 71). We leave Cambrai viâ the Rue de Cantimpré (Pl. A 1), cross the Scheldt Canal, and take the left-hand road at (1 m.) the main fork (right to Arras, see p. 51).—3 m. *Fontaine-Notre-Dame* (p. 72).—4 m. *Bourlon Wood* (r.; p. 72).—7½ m. *Canal du Nord* (p. 71). We cross the former outposts of the Hindenburg Line (see above).—9½ m. *Boursies*.—10½ m. *Doignies* (l.).—12 m. *Beaumetz-lès-Cambrai*.—14 m. *Beugny*.—18 m. (29 km.) *Bapaume*, see p. 71.

An alternative route (battlefield of Cambrai) is viâ (1½ m.) *Proville*, (4 m.) *Cantaing*, (7 m.) *Flesquières* (p. 71), (9 m.) *Havrincourt* (p. 71), (11 m.) *Hermies*, (13½ m.) *Bertincourt*, to (19½ m., 32 km.) *Bapaume*.

FROM CAMBRAI TO ST-QUENTIN, 24½ m. (39 km.) by road (railway viâ Busigny, see p. 88). We leave Cambrai viâ the Porte de Paris (Pl. A 3).—4½ m. *Masnières* (p. 97). We cross a successor of the canal bridge whose collapse under a British tank fatally delayed the advance of Nov. 20th, 1917, and ascend a long hill, with Welsh Ridge (p. 97) on the right.—6½ m. *Lateau Wood* (l.).—We turn to the left at (7 m.) the road-fork, and cross (7½ m.) the broad Scheldt Canal. About 1 m. N.E. of the bridge is the ruined Cistercian abbey of *Vaucelles*. On the right are *Banteux* and *Bantouzelle*; behind the former are the deep ravines along which the German surprise attack of Nov. 30th, 1917, 'infiltrated.'—We cross the plateau of *Le Terrière*, a powerful sector of the Hindenburg Line.—12½ m. *Le Catelet* has the remains of an old castle. About 1200 Americans were cut off [illegible] Sept. 29th, 1918, after breaking through the enemy front at *Bony*, [illegible] American hostel and cemeteries). Light railways to Caudry and St-[illegible]; to Bohain, see p. 88.—16 m. *Bellicourt*, captured by Americans [illegible]. About ½ m. S., and reached by a steep path from the main

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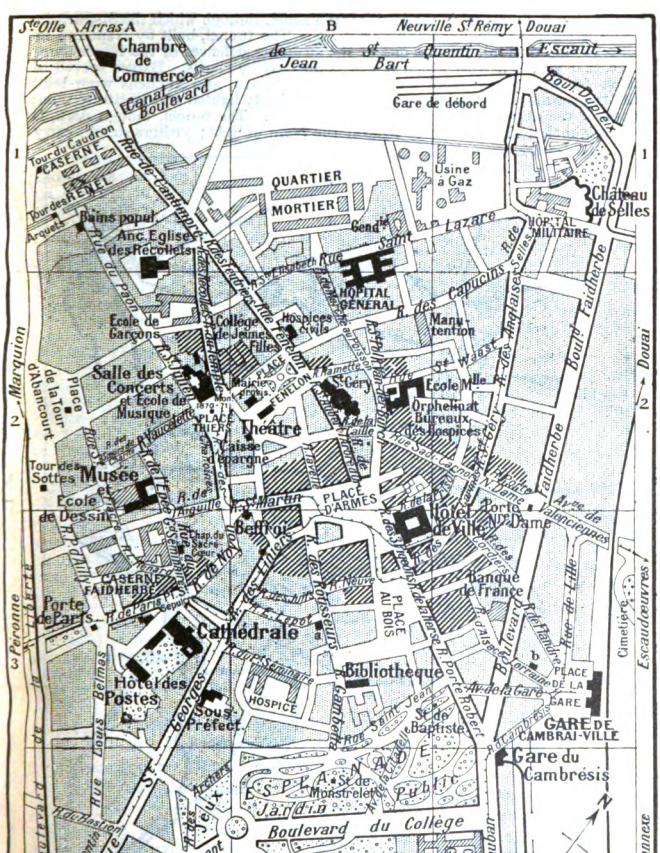

Portions destroyed by the Germans are indicated by the darker shadings.

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FROM CAMBRAI TO ST-QUENTIN, 24½ m. (39 km.) by road (railway viâ Busigny, see p. 88). We leave Cambrai viâ the Porte de Paris (Pl. A 3).—4½ m. *Masnières* (p. 97). We cross a successor of the canal bridge whose collapse under a British tank fatally delayed the advance of Nov. 20th, 1917, and ascend a long hill, with Welsh Ridge (p. 97) on the right.—6½ m. *Lateau Wood* (l.).—We turn to the left at (7 m.) the road-fork, and cross (7¾ m.) the broad Scheldt Canal. About 1 m. N.E. of the bridge is the ruined Cistercian abbey of *Vaucelles*. On the right are *Banteux* and *Bantouzelle*; behind the former are the deep ravines along which the German surprise attack of Nov. 30th, 1917, 'infiltrated.'—We cross the plateau of *Le Terrière*, a powerful sector of the Hindenburg Line.—12¾ m. *Le Catelet* has the remains of an old castle. About 1200 Americans were cut off here on Sept. 29th, 1918, after breaking through the enemy front at *Bony*, 2 m. S.W. (American hostel and cemeteries). Light railways to Caudry and St-Quentin, see p. 89; to Bohain, see p. 88.—16 m. *Bellicourt*, captured by Americans (Sept. 29th, 1918). About ¼ m. S., and reached by a steep path from the main

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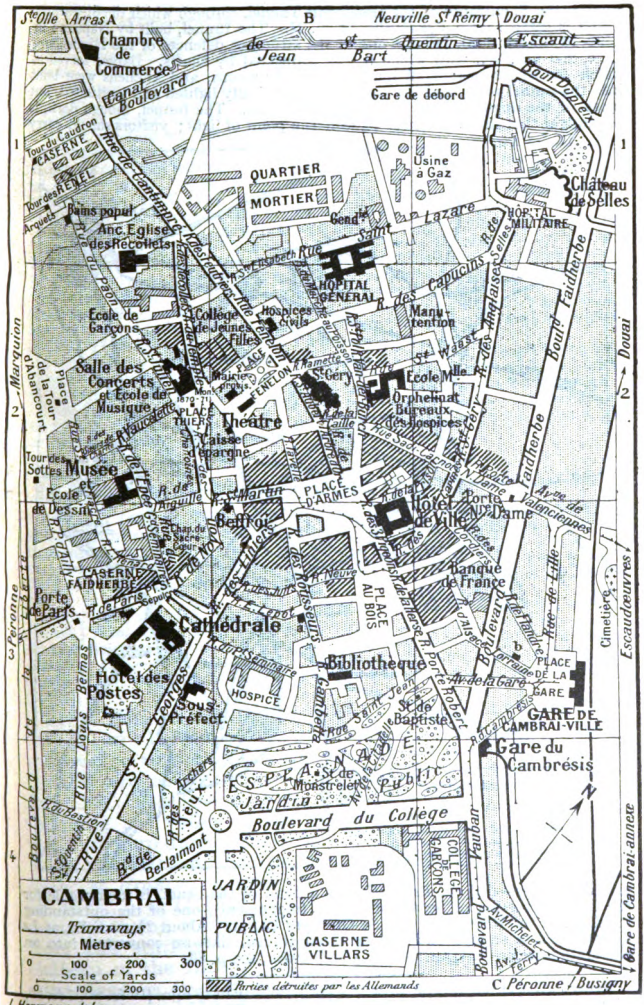

Portions destroyed by the Germans are indicated by the darker shadings.

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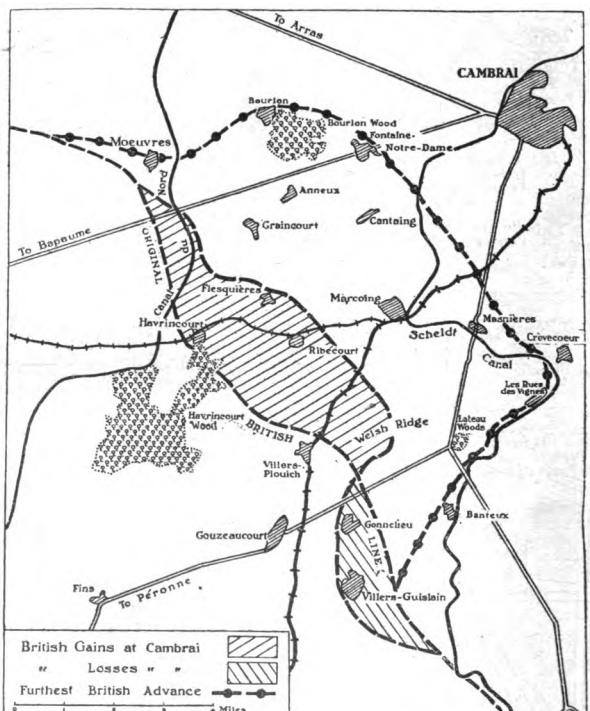
road, is the S. entrance of the ***Bellicourt Tunnel,** through which the St-Quentin Canal is carried from *Vendhuille*, 3¼ m. N. The tunnel, built by Napoleon in 1802–10 (inscription), became one of the strongest defences of the Hindenburg Line, 200 yds. W., with which it was connected by shafts. Barges served as billets for the troops; staff quarters, orderly rooms, and kitchens were built into the tunnel walls, and the whole was electrically lighted and ventilated, but most of the dug-outs have now been bricked up. The tunnel, though dark, is so straight that its N. exit may be seen as a point of light; visitors should carry



electric torches.—19¼ m. *Bellenglise*, at a bend of the canal, is memorable for the British crossing of Sept. 29th, 1918 (monument), one of the outstanding incidents in the BATTLE OF THE ST-QUENTIN CANAL. About 2½ m. S.E., at *Le Tronquoy*, is a second but shorter canal tunnel, likewise converted into an elaborate fortress.—24¼ m. (39 km.) *St-Quentin*, see p. 86.

FROM CAMBRAI TO SOMAIN, 15 m. (24 km.), railway in 45 min. (10 fr. 80, 7 fr. 30, 4 fr. 75 c.). To the W. of (5¼ m.) *Iwuy* rises the Roman camp of *Estrun*, held by the French army during the siege of Valenciennes in 1793 (p. 40).—9¾ m. (15 k.m.) **Bouchain** (2076 inhab.), on the Scheldt, underwent a celebrated siege

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in 1676, when the entry of Duke Philip of Orleans was followed by the arrival of the Prince of Orange at the head of a relieving force. The 15th cent. church is interesting, and the *Tour d'Ostrevant* is a relic of the former castle.—11½ m. *Lourches*, junction for Denain and Valenciennes (see below).—15 m. (24 km.) *Somain*, see p. 74.

FROM CAMBRAI TO BAVAI (Maubeuge), 33 m. (53 km.), railway in 2½ hrs. (23 fr. 90, 16 fr. 10, 10 fr. 50 c.).—8 m. *Avesnes-lès-Aubert*, in a beet-growing district, has a 16th cent. church and an interesting old cemetery with wall-turrets.—9½ m. *St-Aubert*, junction for Denain and Caudry (p. 89).—We intersect the railway from Valenciennes to Le Cateau at (13¾ m., 22 km.) *Solesmes* (p. 42), and afterwards cross the battlefield of the Selle (p. 42).—16½ m. *Romeries*, junction for Haspres (p. 42).—20½ m. *Salesches*, near which British troops had hard fighting in Oct. 1918.—24¾ m. *Le Quesnoy*, see p. 44.—27¾ m. *Gommegnies*.—33 m. *Bavai*, and thence to (42½ m., 68 km.) *Maubeuge*, see p. 42.

FROM CAMBRAI TO VALENCIENNES VIÂ DENAIN, 22½ m. (36 km.), railway in 1–3 hrs. (16 fr. 20, 10 fr. 95, 7 fr. 15 c.).—14¾ m. (24 km.) **Denain** (*Hôt. de l'Europe*, R. 10–17 fr., L. or D. 12 fr.; *du Commerce*), a colliery and ironworking town (24,690 inhab.) on the left bank of the Scheldt, is famous for the victory of Villars over Prince Eugène in 1712, commemorated by an equestrian statue of Villars (1913) in the town and by an obelisk 1½ m. S.E., near the Cambrai–Valenciennes road. Railways to *Wallers*, see p. 74; to *Caudry* (St-Quentin), see p. 89.—18 m. *Haulchin-Thiant*.—22½ m. (36 km.) *Valenciennes*, see p. 40.

A light railway runs from Cambrai viâ (8½ m.) *Caudry* (p. 89) and (16 m.) *Le Cateau* (see below) to (22½ m., 36 km.) *Catillon*, on the Sambre-and-Oise Canal, the passage of which was forced by British troops a week before the Armistice.

From Cambrai to *Douai*, see p. 74; to *Paris viâ St-Quentin and Compiègne*, see Rte. 19; to *Paris viâ Péronne*, see Rte. 21.—To *Arras* by road, see p. 51; to *Péronne* by road, see p. 96.

23. FROM PARIS TO MAUBEUGE (NAMUR, BRUSSELS)

RAILWAY, 142½ m. (229 km.) in 2½–5 hrs. (103 fr. 15, 69 fr. 65, 45 fr. 40 c.). This is part of the main route from Paris to Belgium. Through-trains, avoiding Maubeuge by a loop-line, run on to (155½ m., 250 km.) *Mons* and (193½ m., 311 km.) *Brussels*, for *Amsterdam*, etc.; others, passing through Maubeuge, go on to (167¾ m., 270 km.) *Charleroi* and (190¾ m., 307 km.) *Namur*, for *Cologne*, *Berlin*, etc.

ROAD, 132½ m. (213 km.).—21 m. (34 km.) *Dammartin* (p. 106).—29¾ m. (48 km.) *Nanteuil* (p. 106).—45¼ m. (73 km.) *Villers-Cotterets* (p. 107).—59½ m. (96 km.) **Soissons** (p. 108).—79½ m. (128 km.) **Laon** (p. 112).—93 m. (150 km.) *Marle* (p. 115).—101¾ m. (164 km.) *Vervins* (p. 115).—112½ m. (180 km.) *La Capelle* (p. 88).—121 m. (195 km.) *Avesnes* (p. 44).—132½ m. (213 km.) **Maubeuge** (p. 105).

From Paris viâ *Creil*, *Compiègne*, *Tergnier*, and *St-Quentin*, to (112½ m., 181 km.) *Busigny*, see Rte. 19.—Beyond Busigny we diverge to the right from the line to Cambrai (Rte. 19). On the left, as we approach Le Cateau, is the battlefield of Aug. 26, 1914 (see p. 104). The fine viaduct, 85 ft. high, spanning the valley of the *Selle* beyond (115 m.) *Honnechy* was blown up during the German retreat of 1918.

118 m. (190 km.) **Le Cateau** (*Hôt. de l'Étoile-d'Or*; *Mouton Blanc et France*; *Hostellerie du Marché et du Commerce*, R. 12–30 fr., L. or D. 15 fr.), formerly *Cateau-Cambrésis*, a woollen manufacturing town (8517 inhab.) on the *Selle*, about 1 m. from the station, owes its name and origin to a former château of the Bishops of Cambrai. Treaties of peace, disadvantageous to France and only partially fulfilled, were signed here in 1559 with England and Spain. Le Cateau was the headquarters of the Duke of Wellington when he entered

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France in 1815. The town is entered viâ the Rue du Maréchal-Mortier, leading to the Grande-Place, in which is a statue of Marshal Mortier (1768–1835), a native of Le Cateau. Many buildings here, including the Renaissance *Hôtel de Ville*, were greatly damaged in 1918. From the S.E. corner of the Place the Grande-Rue leads to the 17th cent. *Church* (formerly attached to the abbey of St-André), which shows an interesting blend of Gothic architecture and classical decoration. In the Place Thiers is the gateway of the former bishops' palace.

The **Battle of Le Cateau,** which has been the subject of much controversy, was fought here on Aug. 26th, 1914, during the retirement from Mons to the Marne, between three British divisions (the 3rd, 4th, and 5th) under Sir Horace Smith-Dorrien and seven divisions of Von Kluck's pursuing force, supported by an overwhelming weight of artillery. At dawn Gen. Smith-Dorrien judged it impossible to continue the retreat, during which his troops had fought continuous rearguard actions; and accordingly he accepted battle on a line running W. of Le Cateau and S. of the Cambrai road (see p. 103). Here a stand was made until the early afternoon, when the weary force was threatened with envelopment and had to break off the action, covered by the artillery, which suffered heavily. The total British losses were about 8000, with 36 guns. But the pursuit was stayed, the German plan was upset, and a rapid descent on Paris was prevented. A memorial cenotaph stands on the high ground, S.W. of the town, as nearly as possible on the spot where four regiments (the Argyle and Sutherland Highlanders, the Suffolk Regiment, the Manchester Regiment, and the Royal Artillery) made their last stand on the extreme right of the British II Corps.—Le Cateau was re-entered by British troops on Oct. 10th, 1918; and was heavily bombarded during a subsequent German stand E. and S. of the town.

From Le Cateau to *Valenciennes*, see p. 42; to *Laon*, see p. 115; light railway to *Cambrai* and to *Catillon*, see p. 103.

Soon after leaving Le Cateau we skirt the large *Bois l'Évêque* (l.), and at (122¼ m.) *Ors* we enter the valley of the canalized river *Sambre*, bordered by rich meadows. The Sambre-and-Oise Canal, forming the main waterway, was forced here by Rawlinson's Fourth Army on Nov. 4th, 1918, in the BATTLE OF THE SAMBRE (comp. p. 103).

125½ m. (202 km.) **Landrecies** (*Hôt. de la Renaissance*), an old town (2334 inhab.), frequently besieged, was the scene of a sharp fight on Aug. 25th, 1914, when the Guards Brigade was attacked at dusk in the narrow streets by the German vanguard issuing from the Forest of Mormal (p. 44). The assailants were checked, but the encounter compelled a night retreat, which was partially covered by French reserves. Joseph Dupleix (1697–1763), the founder of the French power in India, was born here.

Light railway to *Solesmes* and to *Avesnes*, see p. 42.

The railway now skirts the Forest of Mormal (p. 44), on the left.—129¼ m. *Hachette* is a station for *Maroilles*, 2 m. S.E., with the 17th cent. portal (now a triumphal arch) of its old abbey. Here was fought another skirmish on Aug. 25th, 1914.—We cross the Sambre.—At (134¼ m., 216 km.) *Aulnoye* (Buffet-Hôtel) we intersect the line from Valenciennes to Hirson (p. 44). The line of the Sambre in this neighbourhood was gained by the British Third Army early in Nov.

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A light railway connects Aulnoye with (3¾ m. N.) *Pont-sur-Sambre*, the supposed place of Julius Cæsar's victory over the Nervii in 57 B.C. ("that day he overcame the Nervii," *Julius Caesar*, Act iii. Scene 2). *Boussières*, 2 m. farther N.E., has a Roman aqueduct.

139 m. (224 km.) **Hautmont** (*Hôt. du Commerce*), a town (15,197 inhab.) with blast furnaces and rolling-mills, stands on the left bank of the Sambre, beneath one of the forts of Maubeuge.—At (141 m.) *Sous-le-Bois*, another ironworking centre, the main line from Paris to Mons and Brussels (see below) diverges on the left.

142½ m. (229 km.) **MAUBEUGE** (*Buffet-Hôtel*, R. from 15 fr.; *de l'Univers*; *de la Poste & du Nord*), the former capital of Hainault, a hardware town and fortress (22,843 inhab.), is situated on both banks of the Sambre, about 5 m. from the Belgian frontier. The town, enclosed by ramparts, is girdled by outer forts, 3–4 m. distant.

History. Originating in a monastery and nunnery founded by St. Aldegonda (7th cent.), Maubeuge (*Malbodium*) was afterwards the capital of Hainault and was assigned to France by the Treaty of Nimwegen in 1678. It was fortified in 1685 by Vauban at the command of Louis XIV, who had won his spurs here under Turenne in the siege of 1655. In 1793 Jourdan's victory at *Wattignies* (7 m. S.) raised the siege undertaken by the Prince of Coburg. Maubeuge was vainly besieged by the Duke of Saxe-Weimar in 1814, but fell the following year after a stout resistance. Jan Gossaert, or 'Mabuse' (c. 1470–1533), one of the foremost painters ot the Flemish school, was born here.

The fortress, which supported the British right during the battle of Aug. 23rd, 1914, was invested by Von Kluck's army on Aug. 25th, the garrison then numbering 35,000, including small British detachments which had been forced (contrary to Sir John French's plan) to shelter behind the forts. Although heavily bombarded by 11-inch howitzers, Maubeuge held out longer than any other town in N. France. Its capitulation on Sept. 7th opened to the Germans the main line of communication along the valley of the Oise, and it became an important base. Maubeuge was re-entered by British troops on Nov. 9th, 1918.

On quitting the station we turn to the right, then cross a bridge to the left, and enter the town by the *Porte de France* (inscriptions). From the Place de Wattignies, inside the gate, the Rue de France and the Place Jean-Mabuse lead to the Place d'Armes, in which stands a monument to the *Victors of Wattignies* (see above), by J. Fagel (1893). The *Church* (16th cent.), in the same square, preserves the veil and a sandal of St. Aldegonda, in a reliquary of the 15th century. The *Musée*, in the Place Verte, to the right of the church, contains local antiquities, and several paintings of the French school. In the same square is a bust of Mabuse (by Fagel), which was removed during the occupation.

FROM MAUBEUGE TO CHARLEROI (Namur), 25½ m. (41 km.), railway in 1–2 hrs. (crossing the frontier); to *Namur*, 48½ m. (78 km.) in 1½–4 hrs. The railway crosses the Sambre and descends the right bank, crossing the fortified enceinte of Maubeuge.—Beyond (5½ m.) *Jeumont* (French customs; buffet), a glass-manufacturing town of 5400 inhab., we cross the frontier, which is here almost identical with the 'Armistice line' of Nov. 1918.—6½ m. (11 km.) *Erquelinnes* (Belgian customs; buffet), and thence to (25½ m., 41 km.) *Charleroi* and (48½ m., 78 km.) *Namur*, see the *Blue Guide to Belgium*.

FROM MAUBEUGE TO MONS (Brussels), 15½ m. (25 km.), railway in 1¼ hr. From Maubeuge to (1½ m.) *Sous-le-Bois*, see above. About 2 m. W. of (3¾ m., 6 km.) *Feignies* (French customs), the last French station, is the field of **Malplaquet**, where Marlborough and Prince Eugène defeated Marshal Villars on Sept.

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11th, 1709. One of the last skirmishes of the War (Nov. 8th, 1918) took place on this old battle-ground. We traverse the *Bois de la Lanière*, on the N. outskirts of which the Roman road from Bavai to Tongres forms the Franco-Belgian frontier.—6½ m. (10 km.) *Quévy* (Belgian customs) and thence to (15½ m., 25 km.) *Mons* (p. 42) and (53½ m., 86 km.) *Brussels*, see the *Blue Guide to Belgium*.

From Maubeuge to Fourmies (Hirson), 25½ m. (41 km.), railway in 1¼ hr. (18 fr. 45, 12 fr. 45, 8 fr. 15 c.). The railway runs S.E., roughly parallel with the frontier. The Armistice Line of Nov. 1918 was in this region.—3 m. *Ferrière-la-Grande*, junction for (6¾ m.) *Cousolre* (Hôt. du Baron), an interesting old town (2644 inhab.) in a picturesque district, noted for its marble quarries.—10½ m. *Sars-Poteries*, junction for Avesnes (see p. 44).—13 m. (21 km.) *Solre-le-Château* (1874 inhab.; Hôt. du Lion-d'Or) has an interesting 15th cent. church with a leaning spire. The château of (19½ m.) *Liessies*, picturesquely situated, incorporates vestiges of a Benedictine abbey founded in the 7th cent.; and elegant chapels of 1739 stand at the four exits from the village.—We traverse the *Forest of Trélon* (23 sq. m.).—21¾ m. *Trélon-Glageon*.—25½ m. (41 km.) *Fourmies*, see p. 44.

From Maubeuge to *Cambrai*, see p. 103; to *Valenciennes*, see p. 42.

24. FROM PARIS TO LAON

Railway, 87 m. (140 km.) in 2–4 hrs., starting from the Gare du Nord and crossing the battlefield of the Aisne (63 fr. 5, 42 fr. 55, 27 fr. 75 c.); to *Soissons*, 65¼ m. (105 km.) in 1½–3 hrs. (47 fr. 30, 31 fr. 95, 20 fr. 80 c.). The journey may be continued to (122½ m., 197 km.) *Hirson*, and thence to (177 m., 285 km.) *Dinant* and (194½ m., 313 km.) *Namur*; but there are no through trains to Belgium by this route.

Road, see p. 103.

From Paris to (21¾ m., 35 km.) *Dammartin-Juilly-St-Mard*, see the *Blue Guide to Paris*. About 1¾ m. N.W. of the station (tramway) is **Dammartin-en-Goële** (*Hôt.-Rest. du Chemin-de-Fer*), a picturesque hill-top town (1426 inhab.) with the 15th cent. church of *Notre-Dame*, containing the beautiful founder's *Tomb of Antoine de Chabannes (d. 1488), companion in arms of Joan of Arc.

About ¼ m. S. of the station is the *Collège de Juilly*, a school (250–300 boys) founded by the Oratorians in 1638, which numbers among its eminent pupils Marshal Villars, Montesquieu, the Duke of Berwick, D'Artagnan, Adm. Dupetit-Thouars, Berryer, etc.

Gen. Maunoury's army was concentrated near Dammartin in Sept. 1914, in order to protect the approaches to Paris; and on Sept. 5th, a few miles E. of the town, he attacked Von Kluck's flank (battle of the Ourcq, comp. p. 121).

Steam tramway from Dammartin to Meaux, see p. 121.

26¾ m. (43 km.) *Le Plessis-Belleville*.

Ermenonville (*Hôt. de l'Ermitage*, R. 16–28 fr., L. or D. 20 fr.; *de la Croix-d'Or*; *du Château*), a pretty village, c. 3¾ m. N.W. (omnibus), on the outskirts of the romantic *Fôret d'Ermenonville*, is famous for its association with Jean-Jacques Rousseau, who died here in 1778. About 1¾ m. N. is the château of *Châalis*, occupying the buildings of a once wealthy Cistercian abbey, and containing a collection of Mediæval and Renaissance art (adm. 1–5 or 6 on Thurs. in summer), forming an annexe to the Musée Jacquemart-André in Paris. Ermenonville and Châalis are described in the *Blue Guide to Paris and its Environs*.

30½ m. (49 km.) *Nanteuil-le-Haudouin*, a town of 1358 inhab., at the intersection of several roads, was in Sept. 1914 the W. pivot of the Allied advance in the battle of the Marne (p. 121).

The attempts of Von Kluck and Maunoury to outflank each other led to fighting on the plain between Nanteuil and *Betz*, 6¼ m. E., and the villages

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here suffered severely. A circular visit to the battlefield (18½ m., 30 km.) may be made viâ (2½ m.) *Chevreville*, (2 m.) *Brégy*, (4 m.) *Acy-en-Multien*, where the 12–13th cent. church almost alone escaped damage, (3¾ m.) *Betz*, with a Romanesque church-portal, and (6½ m.) *Nanteuil*. Farther E. is the valley of the Ourcq (p. 121).

At (34¾ m.) *Ormoy-Villers* a branch-line diverges (r.) for *Mareuil-sur-Ourcq* (p. 122) viâ (6¾ m.) *Betz* (see above).

38 m. (61 km.) **Crépy-en-Valois** (*Hôt. des Trois-Pigeons*; *de la Gare*), a picturesque old town (4745 inhab.), was in mediæval times the capital of Valois, an appanage of a branch of the royal family. On the valley side a part of the old walls has survived. Crépy suffered severely during the Hundred Years' War; in 1431 it was sacked by the English, and in 1814 withstood a Prussian attack. On Sept. 1st, 1914, it was occupied by the Germans on their way to Senlis. —The town, which contains some picturesque old houses and two interesting churches, is entered by the *Porte de Paris* (18th cent.). *St-Denis* has a Romanesque nave, a graceful 15th cent. choir, and a modern steeple. *St-Thomas*, formerly collegiate, was begun in 1180 and is dedicated to St. Thomas Becket; it has preserved its 13th cent. façade and a tower with a 15th cent. stone spire. The remains of the castle of the Valois are scanty.

From Crépy-en-Valois to Compiègne, 21 m. (34 km.), railway in 1 hr. (15 fr. 30, 10 fr. 35, 6 fr. 75 c.). To (12 m., 19 km.) *Verberie*, see p. 64.—15½ m. *Le Meux*, see p. 84.—21 m. (34 km.) *Compiègne*, see Rte. 20.

From Crépy-en-Valois to *Amiens*, viâ Verberie, see p. 64.

43 m. *Vaumoise*.—45½ m. *Boursonne-Coyolles*. We traverse a portion of the Villers-Cotterets forest, where a fine view presently opens on the left.

48½ m. (78 km.) **Villers-Cotterets** (*Hôt. de la Chasse*, R. 10–25 fr., L. 15, D. 12 fr.; *de la Gare*; *du Dauphin*) is an old town of 4466 inhab., with a château built by Francis I (1532–45), now a home for the aged (1800 inmates). The former chapel or *Salle des États* (1532), used as a dormitory, is one of the triumphs of the French Renaissance. A statue, by Carrier-Belleuse, commemorates Alexandre Dumas the Elder (1803–70), who was born at No. 50 Rue Alexandre-Dumas; and the *Musée* (open 2 to 4 or 5 on Sun. and holidays), in the Rue Demoustiers, contains souvenirs of the great romancer. On all sides except the W. the town is surrounded by the vast *Forest of Retz* or *Villers-Cotterets* (50 sq. miles), offering delightful excursions.

The Germans entered the town at the end of Aug. 1914, and the British 4th (Guards) Brigade suffered heavily in a rearguard action fought in the forest on Sept. 1st. Villers-Cotterets was freed by the Allied advance ten days later; but in June 1918, during their last great 'drive' at Paris, the Germans reached *Faverolles*, 4 m. E.S.E., and endeavoured to encircle the forest from N. and S., while they shelled the town heavily. They were driven back in a series of hard-fought local actions, and next month the forest witnessed the secret concentration of the armies of Mangin and Degoutte (including American and British divisions), which struck at the German flank here on July 18th, capturing 20,000 prisoners and 400 guns. This was the opening action of the great Allied offensive which lasted until the Armistice.

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From Villers-Cotterets to *Compiègne* and to *La Ferté-Milon*, see pp. 94, 98.—AUTOCAR to *Verberie* (p. 64) twice daily except Wed. in 1¼ hr. (20 m., 32 km.; 12 fr. 75 c.).

We now traverse the forest, and enter the battlefield near (54½ m.) *Corcy*.—At (55¾ m.) *Longpont* prolonged struggles took place astride the railway in June 1918. Little remains of the 12th cent. Cistercian abbey here, part of which was converted into a château. The church (13th cent.), of which some walls and buttresses remain, was as large as the cathedral of Soissons.—To the N. is the region of the victorious American attack of July 18th–21st, 1918, in conjunction with the French.—58½ m. *Vierzy* and (62 m.) *Berzy-le-Sec* were centres of the fighting in this, the first step of the great allied advance.

At *Buzancy*, 2 m. S.E. of Berzy, Scotsmen entered the battle (July 22nd, 1918), and here a monument is inscribed "Ici fleurira toujours le glorieux Chardon d'Écosse parmi les Roses de France" ('Here, for all time, the glorious Scottish Thistle will bloom among the Roses of France').—Railway from Berzy-le-Sec to Oulchy-Brény, see p. 122.

We now pass the *Mont de Paris* (r.; 544 ft.), contested in the successive battles for Soissons.

65¼ m. (105 km.) **SOISSONS**, one of the oldest places in France, very severely damaged in the War, is a dismantled fortress and a cathedral town (17,311 inhab.), with a busy trade in corn and beans (' *soissons* '), situated on the left bank of the *Aisne*, in a basin surrounded by wooded hills. Few of its gabled houses remain.

Hotels. DE LA CROIX-D'OR (Pl. b; A 2), Rue St-Christophe, R. 15–100 fr., L. or D. 20 fr.; DU LION-ROUGE (Pl. a; C 4), Rue des Charliers, R. 20–60 fr., L. or D. 20 fr.; DE LA COURONNE, 11 Rue du Commerce (Pl. B, C 2), R. 10–18 fr., L. or D. 13 fr.; ST-CHRISTOPHE (Pl. c; A 2), 49 Rue St-Christophe; DE LA TOURELLE, 40 Avenue de la Gare; BUFFET-HÔTEL; etc.

Post Office, 74 Rue St-Martin.—BANKS. *Société Générale*, *Crédit Lyonnais*, 41 & 64 Rue St. Martin.

Autocar twice daily in 2 hrs. to *Château-Thierry* viâ *Fère-en-Tardenois* (18 fr.).—OMNIBUSES for the hotels.—MOTOR CARS may be hired for visiting the battlefields; several garages.

History. Soissons is generally believed to be the *Noviodunum* of Cæsar, later known as *Augusta Suessionum* or *Suessiona*, the second capital of Gallia Belgica. Here the Roman army under Syagrius was defeated by Clovis in 486. In 511 Soissons became the capital of the kingdom of Neustria, the cradle of the French monarchy. Pepin the Short was proclaimed at the abbey of St-Médard in 752. Charles the Simple was defeated outside the walls in 923, and the town was captured in 948 by Hugh the Great. Its mediæval history is a long list of sieges, especially frequent during the Hundred Years' War. In 1814 and 1815 the fortress failed to prevent the passage of the Aisne by the Allies. In 1870 Soissons fell after a three days' bombardment.

SOISSONS DURING THE WAR. The British Army retreating from Mons crossed the Aisne W. of Soissons on Aug. 29–30th, 1914; and the Germans held the town until Sept. 12th, when their rearguards destroyed the bridges and retired to the hills on the N. bank, among many deep quarries; the Aisne, a sluggish river 15 ft. deep, being their outpost line of defence.

In the **Battle of the Aisne** (1914) the British front extended from the E. outskirts of Soissons along the Aisne to Bourg (p. 111), 16 m. E. The river crossings (from E. to W.) were forced on Sept. 13–14th, and a general advance was then ordered, but was checked on the S. slopes of the ridge along which runs the Chemin-des-Dames (p. 110), 3–4 m. N. of the river. Sir D. Haig's 1st Corps, on the right, especially distinguished itself in the hard fighting which followed.

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On Sept. 18th the attempt to carry the German positions by frontal assault was abandoned, and after three weeks of fluctuating trench warfare the British Army was relieved on Oct. 3rd–15th by French reserves and proceeded N. to defend the Flanders front.

On Jan. 9th, 1915, a powerful German attack at Soissons retook most of the right bank of the river from the French, who retained a bridgehead. In March–April 1917 the town was disengaged by a German retirement, followed by Gen. Nivelle's offensive; but on May 29th, 1918, it fell once more to the invaders as a prize of the 'break-through' two days earlier on the Chemin-des-Dames. Soissons was finally liberated on Aug. 2nd, 1918, after which the German gunners revenged themselves upon the ruins. For the battle of the Aisne (1918), see p. 111.

The long Avenue de la Gare leads from the railway station to the Place de la République (Pl. C 4), in which stands a monument to the defence of 1870. The *Bourse* (l.) has been restored after bombardment. We follow the Rue St-Martin to the N. as far as the Place Centrale (Pl. B C; 2, 3), with the 12th cent. façade and two bays of the secularized church of *St-Pierre-au-Parvis* (Pl. C 2). The cathedral is visible on the left.

Hence the Rue de la Gagnerie and Rue de la Bannière lead to the *Pont St-Waast*, called since the War 'Pont des Anglais.' In the Rue Notre-Dame, a little S., is the interesting *Pavillon des Arquebusiers* (1626), with an Ionic entrance-gate (1638).

The Rue du Commerce and the narrow Rue de la Congrégation, prolonging the main thoroughfare, lead to the HÔTEL DE VILLE (Pl. C 1, 2), an 18th cent. building on the site of a former castle of the Counts of Soissons (rebuilt). It contains the library and a *Musée* of antiquities, war trophies, and paintings of the French school.

The Rue de la Paix on the N. side of the Hôtel de Ville leads to the *Pont Neuf*, or Pont du Mail, the central arch of which was blown up by the British sappers (Sept. 1st, 1914); though it was afterwards repaired sufficiently to form the principal communication with the Faubourg St-Waast (p. 110) and the trenches of 1916–17.

Farther on in the Rue de la Congrégation is the secularized ABBEY OF ST-LEGER (Pl. B 1), which has been considerably damaged. In the *Church* the nave, rebuilt in the 17th cent., with an elaborate façade surmounted by a tower, is separated by a modern wall from the 13th cent. transepts and choir. From the *Cloisters* on the N. side access is obtained to the 12th cent. *Crypt* below the church. The Rue St-Léger leads to the Grande-Place (Pl. B 1, 2), with the *Theatre* and a pretty bronze fountain. We follow the Rue des Cordeliers S., passing the Rue du Collège (l.), where a fine 17–18th cent. gateway of the *College* has escaped the general destruction. The Place du Cloître (Pl. B 2), also on the left, just N. of the cathedral, preserves the façades of several old houses once occupied by the canons of the cathedral.

The ***Cathedral** (*St-Gervais et St-Protais* or *Notre-Dame*, Pl. B 2, 3), a fine Gothic edifice of the 13th cent. with some Romanesque portions of the 12th, was partly ruined by bombardment. The whole N. side suffered considerably, while the nave was almost completely shattered, leaving

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the façade standing detached, comparatively intact except for the damage to the single noble 14th cent. tower. The choir, completed in 1212, and the transepts escaped without vital injury. The *South Transept is the oldest (c. 1175) as well as the most beautiful part of the church. It has an apsidal ending, and above its slender and graceful arcades are two triforium galleries beneath the loftily placed clerestory. The N. transept has a straight façade of the 14th cent., and on its E. side is a portal of the same date, with pointed and decorated gables. Many of the art treasures, including a painting attributed to Rubens, and some of the early stained glass were removed for safety in 1914–15.

The Rue de Panleu, with the 17th cent. *Grand-Séminaire*, and the Rue St-Jean-des-Vignes (r.) lead S. to the still beautiful ruins of the once important abbey of **St-Jean-des-Vignes** (Pl. B 4), founded in 1076 and suppressed at the Revolution. Thomas Becket resided in the abbey for some time. The buildings (adm. on application), incorporated in the Arsenal, were damaged by bombardments in 1870 and again, more seriously, in 1914–18. The church was pulled down in 1805, with the exception of the *Façade, which bears a striking resemblance to that of Rheims Cathedral. The towers, completed in 1506, scarcely harmonize with the rest of the façade and differ both in style and arrangement from each other, though each has its special beauty. Of the stone spires that on the left, more richly decorated but the worse damaged, was 246 ft. in height, 16 ft. higher than its companion. The large 13th cent. cloisters are the only other part of the abbey open to visitors.—The British national memorial (1928) at Soissons bears the names of 3987 missing.

In the suburb of *St-Médard*, on the right bank of the Aisne, beyond the *Faubourg St-Waast* (the former bridgehead), are the remains of the *Abbey of St-Médard* (entrance in the Rue de Bouvines; knock at the second gate), now occupied by an institution for the deaf-and-dumb and the blind. Little remains above ground of this famous abbey save architectural fragments and the 13th cent. chapter-house (exterior mutilated); but the crypts (8–9th cent.), with the coffin of Childebert III, and the dungeons, where Louis the Debonair is said to have been imprisoned by his sons, are well preserved.

About ½ m. N. of the town, best reached by the Promenade du Mail, is a farm incorporating the remains of the *Abbey of St-Crépin-en-Chaye*, built on the spot where SS. Crispin and Crispinian suffered martyrdom in 297.—On the opposite bank of the Aisne are the ruined distillery and glass works of *Vauxrot*, through which ran the front line of 1915–17.

About 10 m. N.E. of Soissons, branching to the right from the main road to Laon, is the W. end of the famous ridge traversed by the **Chemin-des-Dames** (650 ft.) and honeycombed with quarries. The 'Ladies' Road' was constructed for the journeys of the daughters of Louis XV between Compiègne and the Château de la Bove, in the upper valley of the Ailette (see below). The ridge was assailed by Haig's Corps during the first battle of the Aisne (p. 108); it was then repeatedly attacked by the French, who gained a footing on the middle part of the ridge during Nivelle's unsuccessful offensive (April 17–20th, 1917) and secured the E. heights after bitter fighting (May 4–10th, 1917). The battle of Malmaison (Oct. 17th–23rd, 1917) gave Pétain's army possession of the W. terminal of the ridge, and the enemy fell back upon the *Ailette*, to the N. The [illegible] of the Chemin-des-Dames was now held to be one of the strongest on the front, and in May 1918 a British corps was sent here for a 'rest cure';

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Péronne
Laon
Rethel
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2
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Boulevard Alexandre Dumas
PLACE PASTEUR
Avenue Paul Deviolaine
Rue du Général Pille
Pasteur
Quinette
R. Léon Caillez
Boulevard
Rue Poulette
R. Pte Hozanne
R. Richebourg
R. Matigny
R. de Meneau
PLACE ST CHRISTOPHE
Rue St Christophe
Av. de Compiègne
Compiègne
R. Ploet
R. des Cordeliers
R. des Perveurs
R. de la Trinité
Paris
R. de l'Echelle du Temple
R. St Fiacre
R. de la Congrégation
R. de Frise Bois
R. de Boise
R. Bara
R. St Léger
R. Jean de Dormans
PLACE DU MAIL
Grande Allée du Mail
PROMENADE DU MAIL
St Léger
Rue de la Paix
HÔTEL DE VILLE
BIBLIOTH
MUSÉE
GRAND' PLACE
R. des Francs Boisiers
PL. DE L'HÔTEL DE VILLE
R. de l'Intendance
R. du Coq Lombard
R. du Boeuf
Collège
R. du Collège
R. du Cloître
R. du Refroi
R. St Quentin
Rue du Port d'Etain
Avenue du Chevalier
Avenue du Mail
Rue du Commerce
R. Montravers
R. de la Bannière
anc. Eglise St Pierre
PLACE Mon.aux Morts CENTRALE
CATHÉDRALE
PLACE ST PIERRE
Marché couvert
P.T.T.
R. de l'Evêché
R. des Chanoines Rodges
R. St Antoine
Rue de Nre Dame
Rue Saint Remy
R. des Minimes
Rue
Pont du Mail
AISNE
Gare fluviale
Avenue de la Gare
Cours de Laon
PLACE DE LAON
R. de Metz
Rue du Général Hussca
Bd de Metz
Gare St Vaast
R. des Minacles
R. de la Porte Cloury
R. St Vaast
R. de la Plaine
St Vaast
R. de Bouvines
R. des Gravelets
R. Maxime Leroy
PLACE D'ALSACE LORRAINE
Rue
Clovis
Bd de Verdun
R. du Champ Bouillant
R. du Plat d'Etain
Rue
FAUBG ST VAAST
R. Jean Jaurès
R. Claude de Strasbourg
R. du Rempart St Vaast
Rue de Croisy
Boulevard
R. St Médard
R. de l'Echelle du Temple
Rue de la Barre
Rue de la Mantoue
Rue de la Brerie
Pavillon des
Argenteliers
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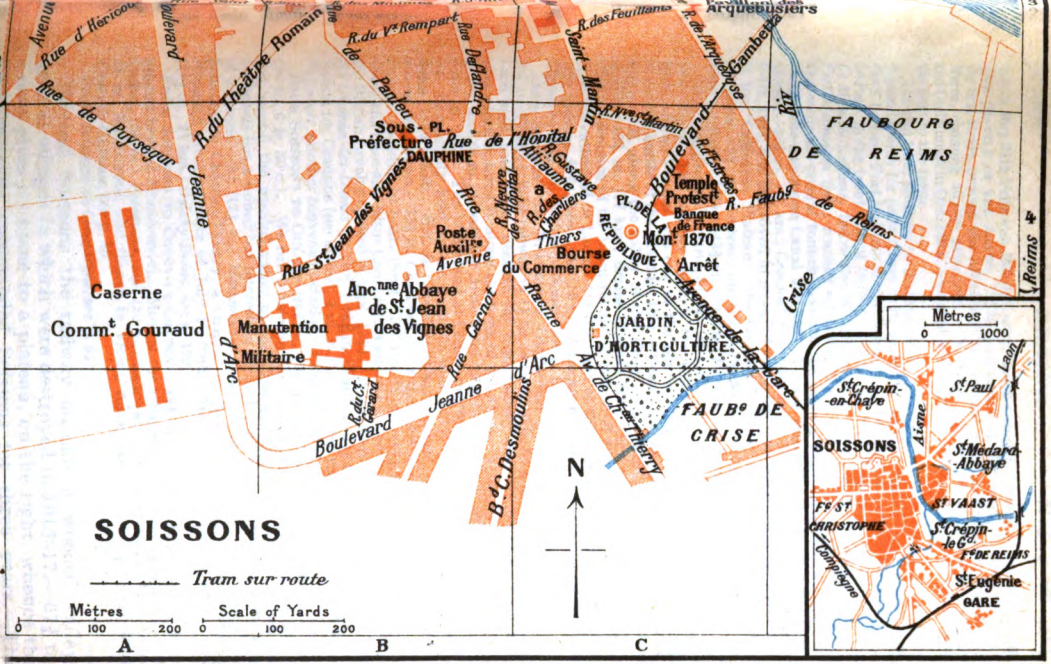
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de St. Jean
des Vignes
Sous-Préfecture
PL. DAUPHINE
Rue de l'Hôpital
Poste
Auxil.re
Bourse
du Commerce
Temple
Protest.t
Banque
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PL. DE LA RÉPUBLIQUE
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JARDIN
D'HORTICULTURE
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REIMS
FAUBG DE
CRISE
Boulevard Jeanne d'Arc
Rue Jeanne d'Arc
Rue St. Jean des Vignes
Rue de Paris
Rue de Pasteur
Rue du Théâtre Romain
Rue du Vieux Rempart
Rue Racine
Rue Carnot
Rue de Reims
Rue de la Crise
Rue de Compiègne
Rue de Metz
Rue de Crimée
Rue de Soissons
Rue des Arquebusiers
Rue des Feuillants
Rue St. Martin
Rue St. Jean
Rue des Chartiers
Rue Neuve de l'Hôpital
Rue de Gaserne
Rue de Lithuanie
Rue des Deffanges
Rue de Parleu
Rue d'Hericourt
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Av. de Ch.en Thierry
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Aisne
Vesle
Soissons
St Médard-Abbaye
Fg St Christophe
St Vaast
St Crépin-le-G.d
Fg de Reims
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but on May 27th Fritz von Below's army made a surprise attack in overwhelming force (BATTLE OF THE AISNE, 1918), and regaining the heights of the Aisne in the first stride, pressed the Allies back across that river and advanced upon the Marne, claiming 45,000 prisoners. The ridge was finally regained by Mangin and Guillaumat in Oct. 1918, when this strategic 'key to Laon' effectively opened the door to the town.

The road from Soissons to Rheims viâ the Chemin-des-Dames (43½ m., 70 km.) is passable only for pedestrians in its entirety; motor vehicles make a détour to the S. between Fort Malmaison and Craonne. The road leaves Soissons viâ (1½ m.) *St-Paul*, in the front line of 1915–17.—5 m. *Le Pont-Rouge* (cross-roads).—7½ m. *Le Mont-de-Laffaux*, below the W. extremity of the Chemin-des-Dames.—11 m. *Fort Malmaison* (left; reached with difficulty). Between this point and (24½ m.) *Craonnelle* are several tunnels beneath the famous ridge, including the channel of the Oise-and-Aisne Canal and the 'Tunnel Bugeaud,' made by French engineers.—25½ m. (41 km.) *Craonne*, first famous for Napoleon's victory on March 6–7th, 1814, was destroyed in repeated struggles. To the N. rises the steep bluff of the 'California Plateau' (the German 'Winterberg'). Railway stations, see below.—27 m. *Corbeny*, on the highway from Laon to Rheims.—33½ m. *Berry-au-Bac* (p. 133).—43½ m. (70 km.) *Rheims*, see Rte. 26.

FROM SOISSONS TO RHEIMS, 34½ m. (55 km.), railway in 1¾ hr. (24 fr. 80, 16 fr. 70, 10 fr. 90 c.). The railway ascends the valley of the Aisne, following the left bank.—3¾ m. *Venizel* was one of the places where the British forced a crossing in the first battle of the Aisne (p. 108).—Before reaching (6¾ m.) *Ciry-Sermoise* we diverge S.E. along the valley of the *Vesle*, a battlefield of May–Aug. 1918 (see p. 122).—10½ m. (17 km.) **Braine** (*Family Hotel*) is a small town (1513 inhab.) with the remains of the beautiful abbey-church of **St-Yved* (1180–87), modelled upon the cathedral of Laon. On the right of the railway are ruins of the 13th cent. *Château de la Folie*.—At (15 m.) *Bazoches* we join the Paris–Rheims railway. Thence to (34½ m., 55 km.) *Rheims*, see p. 122.

FROM SOISSONS TO BEAURIEUX (Battlefield of the Aisne; comp. p. 108), 20½ m. (33 km.), light railway in 1¼ hr. (9 fr. 90, 6 fr. 25 c.). The line follows the Laon road, and passes beneath the main railway near (2 m.) *Crouy* (see below), after which it turns E. along the bank of the Aisne.—4½ m. *Bucy-le-Long*, (7½ m.) *Missy*, and (8 m.) *Condé-sur-Aisne* were disputed points in the first battle of the Aisne (p. 108). The bridgehead at Condé, protected by *Fort Condé*, 1 m. N.W., was successfully held by the Germans until 1917.—10 m. (16 km.) **Vailly-sur-Aisne** (1822 inhab.; *Hôt. du Cheval-d'Or*) has a ruined 12–15th cent. church and several old houses.—12½ m. *Chavonne*, S. of the 'Ostel Spur,' was the scene of the Guards' crossing in boats (Sept. 13–14th, 1914).—14¼ m. *Soupir*.—At (17½ m.) *Bourg* the Oise-and-Aisne Canal is carried over the river by an aqueduct on which the British cavalry crossed in Sept. 1914. A road leads N. from Bourg to (3½ m.) the *Chemin-des-Dames* (p. 110).—18½ m. *Œuilly*.—20½ m. (33 km.) *Beaurieux* is a station for Craonne (see above), 4 m. N.E.—The line runs on to (25½ m., 41 km.) *Pontavert*, another convenient station for Craonne, 3 m. N.

FROM SOISSONS TO OULCHY-BRÉNY, 19½ m. (31 km.), light railway in 1½ hr. (10 fr., 6 fr. 30 c.). We run beside the Paris line as far as (3¾ m.) *Noyant-Berzy* and ascend the wooded valley of the *Crise* (battlefield of July 1918).—5 m. *Septmonts* has a ruined but interesting 14–15th cent. castle of the former bishops of Soissons.—At (12¾ m.) *Hartennes-et-Taux* we intersect the main road from Soissons to Château-Thierry, a channel of German communications seized in Mangin's great advance of July 18–20th, 1918.—18 m. *Oulchy-le-Château* and (19½ m., 31 km.) *Oulchy-Brény*, see p. 122.

FROM SOISSONS TO COUCY-LE-CHÂTEAU, 18½ m. (30 km.), light railway (suspended beyond Montécouvé). Most of the villages on this line, including (3 m.) *Cuffies*, (5½ m.) *Pommiers*, and (10 m.) *Chavigny*, were destroyed in 1914–18.—11 m. *Montécouvé*, and thence to Vic-sur-Aisne, see p. 92.—18½ m. (30 km.) *Coucy-le-Château*, see p. 85.

From Soissons to *Compiègne*, see p. 92.

Beyond Soissons the railway ascends a wooded valley, several villages in which were destroyed in 1915–17.—67¾ m. *Crouy* gives its name to a plateau, on the right, whence the German guns commanded Soissons for three years.—The Gothic church of (71½ m.) *Margival* was obliterated. To the

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N.E., at the W. extremity of the Chemin-des-Dames (p. 110), is *Laffaux*, famous for its mill.—74 m. *Vauxaillon*.—We cross the canalized *Ailette* near (76¼ m.) *Anizy-Pinon*, junction for Coucy-le-Château and Chauny (p. 85). *Anizy-le-Château*, 1 m. N. of the station, took its name from a former castle of the bishops of Laon. *Pinon*, on the border of the Forest of Pinon 1 m. S.E., had a huge 18th cent. château. To the N. rises the massif of St-Gobain (p. 85). We leave the battle-front and traverse the region of a rapid German retreat in Oct. 1918.—80¾ m. *Chailvet-Urcel* is the station for *Royancourt* (2 m. N.) and *Urcel* (2 m. S.E.), with interesting churches.

87 m. (140 km.) **LAON** (16,159 inhab.), the chief town of the department of the *Aisne*, and a fortress, is splendidly situated on a solitary hill, with several spurs, 593 ft. above the sea and 330 ft. above the surrounding plain. The summit of this height is crowned by the famous cathedral. Laon is a good centre from which to visit the battlefields of the St-Gobain Forest, the Aisne, and Champagne.

Hotels. *Hôt. de l'Écu et la Hure (Pl. a; C 2), Rue David, R. 15–40 fr., L. or D. 15–20 fr.; de la Bannière (Pl. b; C 2), Rue David and Rue Merchain, R. 12–35 fr., L. or D. 12 fr.; du Nord et d'Angleterre (Pl. c; D 1), Place de la Gare, R. 10–30 fr., L. or D. 12 fr.; *Buffet-Hôtel, at the station, R. 12–25 fr., L. or D. 10 fr.; de la Gare, 12 Avenue Carnot (Pl. D 1).

Post Office (Pl. C 2), 58 Rue Châtelaine.—Syndicat d'Initiative, 4 Place de l'Hôtel-de-Ville.

Electric Railway and omnibuses (1 fr.) from the station to the town.

History. Laon (*Laudunum*) was fortified by the Romans. In 497 its bishopric was founded by St. Remigius (comp. p. 129); the later Carlovingian kings made the town their capital; and a royal palace was maintained here until the reign of Philip Augustus. The bishops, however, ranking among the twelve ecclesiastical peers of France, were the actual rulers of Laon, and the commune was emancipated only after bloody revolts, notably in 1111, when Bp. Gaudry was put to death and his palace and the cathedral were burned down. The fortress endured many sieges during the Hundred Years' War; in 1814 it was successfully defended by Blücher against Napoleon, and after Waterloo it was a brief rallying-point of the defeated army. On Sept. 9th, 1870, after its capitulation had been signed, a French sapper blew up the powder-magazine of the citadel at the cost of his own life and of many others.—On Aug. 30th, 1914, the fortress was in no position to resist Von Kluck's vanguard. Laon was a strategic goal of Nivelle's unsuccessful offensive of April 1917; it was eventually entered by Gen. Mangin's army on Oct. 13th, 1918.—Famous natives of the town include Louis IV 'd'Outremer' (921–54), Louis V, the Sluggard (957–87), the theologian Anselm of Laon (d. 1117), the 17th cent. painters Louis, Antoine, and Mathieu Lenain, the Jesuit missionary Jacques Marquette (1637–75), who explored the Mississippi valley, and Napoleon's Marshal Sérurier (1742–1819).

The town is reached from the station (Pl. D 1) either by a rack-and-pinion railway, by omnibus, or by a picturesque flight of 260 steps, up and down which passes a constant stream of townspeople. On reaching the ramparts we turn to the right to gain the Place de l'Hôtel-de-Ville (Pl. C 2), which is flanked on the N. by the modern *Hôtel de Ville* and on the E. by the *Theatre*, once a church (17th cent. front). An archway on the S. side leads to the steep and picturesque Rue des Chenizelles. From the Place the cathedral may be reached either viâ the Rue Sérurier, with a 15th cent. house

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(No. 47) and several 18th cent. gateways, or the Rue Châtelaine, with the post-office (No. 45) in an 18th cent. house with a courtyard.

The **Cathedral (*Notre-Dame*, Pl. D 2), one of the most interesting in France, is a 12–13th cent. cruciform building notable for the purity of its style, and especially for its proportion. It was happily little injured in 1914–18.

History. The present building, occupying the site of the old cathedral burned in 1111, was begun by Bp. Gautier de Mortagne (1155–74) and was completed in 1225–30. The nave chapels, added at the close of the 13th cent., were afterwards enclosed by Renaissance screens (1574). The church, restored after 1852, was damaged by the explosion of 1870. The see was suppressed at the Revolution.

Exterior. The cathedral was designed for seven towers, of which four graceful structures were completed. The single completed spire, crowning the tower above the façade, was, however, destroyed at the Revolution. From the upper stages of the W. towers project figures of colossal oxen, perhaps representing the beasts which traditionally dragged the stone for the cathedral up the hill of their own accord. The restored *Façade, although over-elaborated, preserves an admirable proportion in its cavernous arches and portals. Among the sculptures are figures representing the liberal arts: philosophy, grammar, painting, geometry, medicine, music, etc.—The S. tower may be ascended (1 fr.; view).

Interior. The cathedral is 396 ft. long, 177 ft. wide across the transepts, and 80 ft. high.—At the E. and W. end are rose-windows.—The broad and luminous Nave, with 11 bays, is noteworthy for the elegant grouping of its pillars, with sheaves of annulated columns branching upward from their capitals. Beneath the triforium are galleries. The organ, dating from Louis XIV, is the work of a Premonstratensian monk. The pulpit (1681) and the churchwardens' pew should be noticed; above the latter is a Brussels tapestry (comp. below).—The aisles are flanked by chapels. On the right, at the foot of the S. aisle, is the 13th cent. *Chapelle des Fonts*, containing a 12th cent. font and weather-worn sculptures removed from the exterior. Above the crossing the central tower forms a lantern (156 ft. high). The N. transept has a good rose-window, and the S. transept contains a 12th cent. baptismal font in blue Tournai marble.—The exceptionally deep Choir (1215–25), enclosed by early 18th cent. grilles brought from the convent of Villeneuve-St-Germain, near Soissons, was at first apsidal, but now terminates in a straight E. wall (c. 1230) with three fine lancet windows.

In the Treasury are a series of Brussels tapestries (17th cent.) representing Jacob serving Laban, an 18th cent. painting with a curious effect of perspective, and a reliquary containing a venerated *Panel of Slavonic origin presented in 1249 by the future Pope Urban IV, then patriarch of Jerusalem, to his sister, abbess of Montreuil-sous-Laon.—The interesting *Cloisters* have arcades divided by low single shafts, from which spring pointed arches; at their S.E. corner, looking upon the Rue du Cloître, is a much mutilated 13th cent. statue holding a sundial.

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Adjoining the cathedral on the N.E. is the former BISHOP'S PALACE (12–14th cent.), now the *Palais de Justice*. There is no admission to the Romanesque crypt, but the courtyard, with its cloister (view of the cathedral), the chapel, with its curious variety of vaulting, and the partitioned Great Hall, may be visited.

The gateway on the right as we leave the bishop's palace leads to a rampart walk (fine views) by which we may ascend to the *Citadel* (Pl. E 2; no adm.), at the E. extremity of the hill. Thence the Rue Ste-Geneviève, in which are several old mansions, leads back to the centre of the town, passing the *Musée* (open Thurs., Suns., and holidays, 1–4 or 5; at other times on application), in the garden of which stands the old *Chapelle des Templiers*, an octagonal building with an apse of 1134, a later porch, and an upper part of the 14th century. The Musée contains antiquities and a rather miscellaneous collection of paintings and sculptures, including the white marble sepulchral effigy of Gabrielle d'Estrées, mistress of Henri IV (p. 64). On the right as we proceed along the Rue Ste-Geneviève the narrow Ruelle Pourrier, with a house partly of the 12th cent., branches N. to the cathedral; but we turn to the left in order to reach the *Porte d'Ardon*, a fine gateway of the 13th cent. (restored). Passing through this and turning to the right along the exterior boulevard, we skirt the *Préfecture* and bear to the left round the edge of the depression known as the *Cuve St-Vincent* (Pl. B, C 3; good views of the cathedral, the valley, and the distant Chemin-des-Dames, to the S.) as far as the *Jeu de Paume*, bordering the ramparts. The S. spur of the hill is occupied by military buildings, including the *Arsenal* (no adm.). We turn to the right along the Rue du Jeu-de-Paume, and continue past a 13th cent. leaning tower and the ruined *Porte de Soissons*, re-entering the town by the Rue St-Martin.

The church of **St-Martin** (Pl. B 2), a fine Transitional building of earlier date than the cathedral (1144–50), is a relic of a famous Benedictine abbey where Anselm and Abelard taught. It has massive buttresses, two 13th cent. towers unusually placed at the junction of the transepts and nave, and a well-composed 13–14th cent. façade. In the principal gable is a relief of St. Martin dividing his cloak. Beneath the organ-loft are effigies (13–14th cent.) of a lord of Pierrepont and a lady of Coucy. The single nave-chapel has a stone Renaissance screen (1540) and an Ecce Homo of the same date. On the left of the church the *Hôtel-Dieu* incorporates part of the old abbey buildings.

We return to the middle of the town viâ the Rue St-Martin, No. 1 in which is a beautiful old guest-house (1505). Farther on, in the Rue du Bourg, is the *Library* (Pl. C 2; adm. on application), containing 45,000 vols. and interesting for its illuminated MSS. and its collections of royal autographs,

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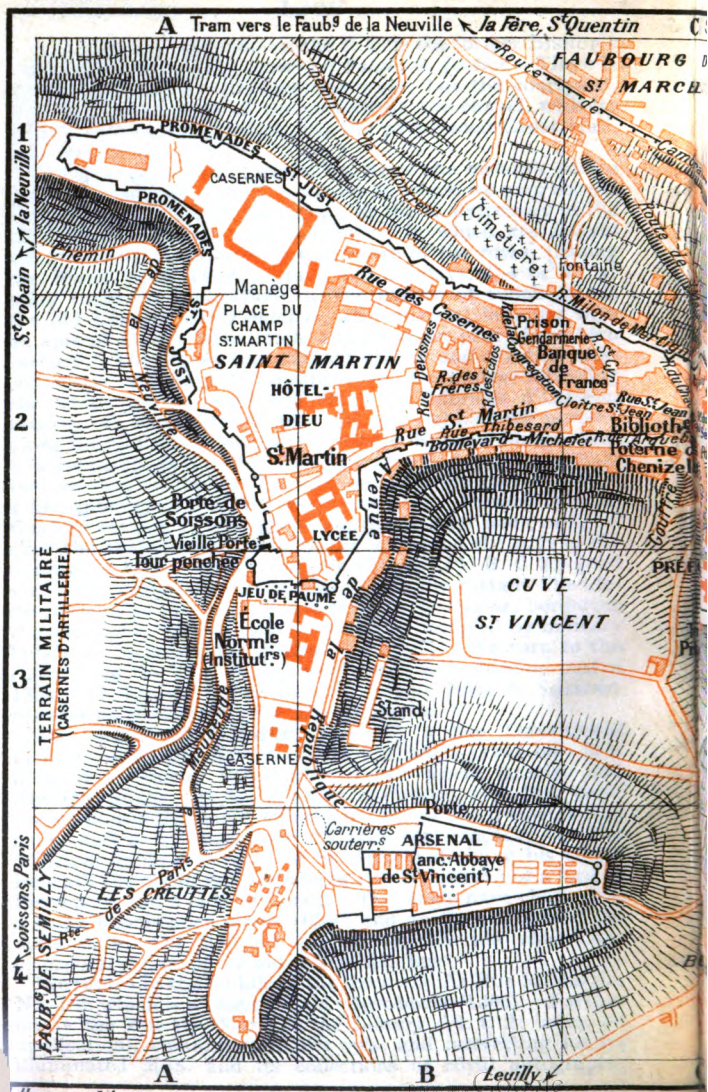
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HÔTEL-DIEU
St Martin
Rue des Casernes
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Chenizelle
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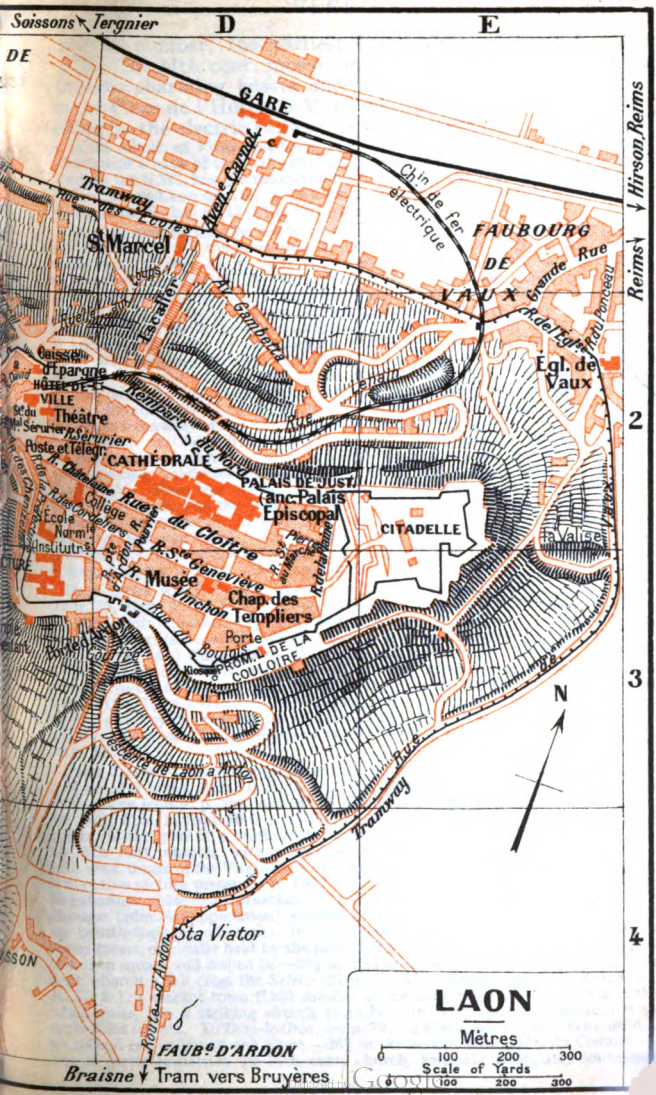
Vieille Porte
Tour penchée
LYCÉE
Avenue
JEU DE PAUME
École Normale (Instituts)
CUVE St VINCENT
TERRAIN MILITAIRE (CASERNES D'ARTILLERIE)
Stand
CASERNE
Route
Carrières souterr.s
ARSENAL (anc. Abbaye de St Vincent)
LES CREUTTES
Paris
FAUBG DE SEMILLY

Hermann, del.


Soissons
Tergnier
D
E
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GARE
Chin de fer électrique
FAUBOURG DE VAUX
Grande Rue
Reims
Hirson, Reims
Tramway
Ecoles
Avenue Carnot
St Marcel
Rue Gambetta
Rue Lavalette
Rue de l'Eglise
Jardin Pranceau
Egl. de Vaux
Caisse d'Epargne
HÔTEL DE VILLE
Théâtre
Rue Serrurier
Poste et Teleg.
CATHÉDRALE
Rue Neuve
PALAIS DE JUST.
Anc. Palais Episcopal
CITADELLE
La Valise
Rues du Cloître
R. Ste Geneviève
Rue Rotondes
Rue Chapitre
Rue Cardinal
Rue Châtelaine
Collège
Ecole Normle Instituteurs
Musée
Chap. des Templiers
Porte Bordas
Rue du Bordas
Rue Pasteur
Rue Serpenoise
Rue Rochambeau
Rue Porte Chaude
Rue Porte Neuve
Rue Porte Soubs
Rue Porte Reine
Rue Porte Paris
Rue Porte Jean
Rue Porte Jean
Rue Porte Jean

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2000 in number, the earliest being that of King Lothair (972). An 11th cent. mosaic in the entrance-hall represents Orpheus charming beasts and birds. The street debouches in the Place de l'Hôtel-de-Ville, whence we regain the station either by the electric railway or the town steps.

In the suburb of *Vaux-sous-Laon*, N.E. of the town, is a curious old parish church with a nave of the 11th cent. and a choir of the 12th.—*La Neuville-sous-Laon*, to the N.W., has the reconstructed 17th cent. buildings of the convent of Montreuil-sous-Laon (p. 113), a 12–14th cent. church, and a ruined château.—*Ardon*, to the S., has an 11–16th cent. church.

Short excursions may be made to the battlefields of the Chemin-des-Dames (p. 110; 8–10 m. S.), the forest massif of St-Gobain (p. 85; 5–10 m. W.), Coucy-le-Château (p. 85; 15 m. W.S.W.), and the 'Bertha' gun emplacements of Crépy-en-Laonnais (p. 78; 6 m. N.W.). The road from Laon to (31½ m., 51 km.) *Rheims*, viâ (21½ m., 35 km.) *Berry-au-Bac* (p. 133), is likewise of interest.

FROM LAON TO HIRSON, 35½ m. (57 km.), railway in 1–2 hrs. (25 fr. 70, 17 fr. 35, 11 fr. 30 c.). This is the continuation of the main line from Paris to Hirson. We descend the valley of the *Barenton*, and enter that of the *Serre* near (9½ m.) *Dercy-Mortiers*, junction for Versigny (p. 78).—15½ m. (25 km.) **Marle** (*Hôt. Central*) is a small town of 2399 inhab. with a well-restored 12th cent. church, a Hôtel de Ville with a 17th cent. front, and remains of a feudal castle and ramparts. Branch-railway to (13 m., 21 km.) *Montcornet* (see below).—Beyond this we ascend the valley of the *Vilpion*.—20 m. *St-Gobert-Rougeries*.—24½ m. (39 km.) **Vervins** (*Hôt. du Cheval-Noir*; *de la Gare*), the former capital of the small *Pays de Thiérache*, named after Thierry II, who ruled here, is a town of 3023 inhab. with an interesting partly-fortified church (13–19th cent.) and a Hôtel de Ville of Louis XIV. Here was signed the famous treaty (May 2nd, 1598) by which Philip II of Spain and the Duke of Savoy recognized Henri IV as king of France. Light railway to (23 m., 37 km.) *Liart* (see p. 116), viâ (15 m.) *Brunehamel*, with ruins of a 16th cent. castle.—32½ m. *Origny-en-Thiérache* is a basket-making town (1191 inhab.), on the *Thon*. About 2½ m. W. are remains of the Cistercian abbey of *Foigny*, founded in 1121. We cross the Thon.—35½ m. (57 km.) *Hirson*, see p. 44.

FROM LAON TO LE CATEAU VIÂ GUISE, 48¼ m. (78 km.), railway in 2¾–3¾ hrs. (35 fr. 15, 23 fr. 70, 15 fr. 45 c.).—3¾ m. *Aulnois-sous-Laon* has the fine ruins of a 14–16th cent. château.—9¼ m. *Pouilly-sur-Serre* junction for Versigny and Dercy-Mortiers (see above).—28 m. *Flavigny-le-Grand*, junction for Hirson (p. 44).—31 m. (50 km.) **Guise**, see p. 88.—We cross the Oise and the Oise-and-Aisne Canal.—39 m. *Mennevret*, on the outskirts of the forest of Andigny (p. 88), was damaged in the fighting of Oct. 1918, when the Franco-British armies joined hands here.—At (41¼ m.) *Wassigny* we intersect the railway from Busigny to Hirson (p. 88), and beyond this we descend the valley of the Selle.—46 m. *St-Souplet*, a factory town, was partly destroyed in Oct. 1918.—48¼ m. (78 km.) *Le Cateau*, see p. 103.

FROM LAON TO MÉZIÈRES-CHARLEVILLE VIÂ LIART, 57 m. (92 km.), railway in 3–3¾ hrs. (41 fr. 45, 28 fr., 18 fr. 25 c.). The line runs N.E., reaching the marshes of Sissonne (comp. p. 79) near (8 m.) *Liesse-Gizy*. **Notre-Dame-de-Liesse** (*Hôt. des Trois Rois*, R. from 10 fr.; *St-Nicolas*), ¾ m. E. of the station, a town of 1248 inhab., is the goal of a celebrated pilgrimage, dating from the Crusades. The 14–15th cent. church, with a picturesque slated spire, contains a miraculous 12th cent. image of the Virgin above the high altar; and on the left of the crossing is a votive picture presented in 1632 by Louis XIII and Anne of Austria. The Renaissance château of *Marchais*, 2 m. S.E., a shooting-lodge of the Prince of Monaco (adm. on application), contains furniture of the period, paintings, and an ornithological collection.—16 m. *Clermont-les-Fermes* consists mainly of seven farms, originally held by the monks of St-Martin at Laon, grouped round a common square and walled in.—20½ m. *Chaourse* has a very picturesque 11–15th cent. church. We cross the *Serre*.—21 m. (34 km.) **Montcornet** (*Hôt. de la Gare*, R. 15 fr.), a market town (1535 inhab.) at the confluence of the Serre and the *Malacquise*, has a striking church (mainly 13th cent. and Renaissance) with embattled turrets. To *Dizy-le-Gros*, see p. 79; to *Marle*, see above.—We continue to ascend the valley of the Serre.—26¾ m. *Rozoy-sur-Serre* (Hôt. du Commerce) has a partly-embattled 12–16th cent. church, formerly collegiate, containing

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many tombstones of the period.—37½ m. (60 km.) **Liart**, junction for Hirson and Amagne (p. 135) and for Vervins (p. 115).—We descend towards the basin of the Meuse and join the line from Hirson to Mézières near (52½ m.) *Tournes* (p. 45).—57 m. (92 km.) *Mézières-Charleville*, see p. 135.

The light railway from Laon to (7½ m., 12 km.) *Nouvion-le-Vineux* runs viâ (4½ m.) *Bruyères*, with remains of ramparts and a partly Romanesque church, and (6½ m.) *Presles*, overlooked by a hill on which are the fine ruins of a castle of the bishops of Laon, originally built by Bp. Gautier de Mortagne about 1160.

From Laon to *Amiens* and *Châlons*, see Rte. 17.

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III. CHAMPAGNE, FRENCH LORRAINE, AND THE VOSGES

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This region of France, although now divided into several departments, consists almost entirely of the former feudal provinces of Champagne and French Lorraine. It includes the chief battlefields of the French and American armies in the War of 1914–18.

Champagne (*Campania*, 'the plain-country'), a famous province belonging mainly to the great Paris basin, stretched from the borders of Picardy, Île-de-France, and Burgundy to the frontier of Belgium and the heights of the Meuse. It became an independent countship at the break-up of Vermandois (c. 943). Count Thibaut or Theobald IV (1201–53), called 'the Singer,' was at first the enemy, afterwards the ally and romantic lover, of Blanche of Castile. In 1286 Joanna, daughter of Henri III, the last count, who was also king of Navarre, married Philip the Fair; and c. 1304 the countship was bestowed upon their son, who ascended the French throne as Louis X in 1314. On the accession of Philip VI in 1328, Champagne was formally united with France. Champagne proper included Troyes, its capital, and Châlons. Upper Champagne comprised Rheims, Rethel, and most of the present department of the Ardennes. Meaux was the centre of the Pays de Brie, on both banks of the Marne. To the E. of Rheims is the region still known as 'Champagne Pouilleuse' (lousy Champagne), from the poverty of its soil; here in 1915–17 were delivered the greatest French attacks in the War, and here in July 1918 Ludendorff made his last bid for victory. Champagne has given its name to the sparkling wines which are produced near Rheims and Épernay, and bottled in vast cellars hollowed in the chalk. The 'Champagne riots' of 1911 followed the passing of a law which gave the Marne district the sole right to call its produce champagne and the law was repealed. Champagne Gothic has its own distinctive features; but save for Rheims Cathedral the finest churches are those of the towns near the Burgundian border.

For *Lorraine* (including French Lorraine), see p. 269; and for the mountain range of the *Vosges*, see p. 197.

25. FROM PARIS TO RHEIMS

A. Viâ La Ferté-Milon

RAILWAY, 97 m. (156 km.) in 2 hrs. (70 fr. 30, 47 fr. 45, 30 fr. 90 c.); to *Meaux* 28 m. (45 km.) in ¾–1¼ hr. (20 fr. 25, 13 fr. 70, 8 fr. 90 c.); to *Fismes*, 80¾ m. (130 km.) in 1¾–3¾ hrs. (58 fr. 55, 39 fr. 55, 25 fr. 75 c.). Trains start from the Gare de l'Est and traverse the Marne and Vesle battlefields.

ROAD, see p. 123.

From Paris to (17½ m., 28 km.) **Lagny** (*Hôt. Bellevue; Moulin Bleu; du Pont-de-Fer*), see the *Blue Guide to Paris*. The town (6616 inhab.) and the station are on opposite banks of the Marne. The church of *St-Pierre*, the choir of an unfinished abbey-church of the 13–14th cent., contains several fine tombs. Of the abbey there remains a large 17th cent. building used as the *Hôtel de Ville*.

A steam-tramway runs S.W. from Lagny to (11¾ m.) *Mortcerf* (p. 168), passing (7½ m.) *Villeneuve-le-Comte*, on the outskirts of the beautiful *Forest of Crécy*. This was the region where the British Army halted on Sept. 4–5th, 1914, at the end of its retreat from Mons and before the advance to the Marne.

We cross the Marne and, beyond a tunnel, emerge into the charming valley at the confluence of the Marne and Grand-Morin.—23 m. *Esbly* (Hôt. de la Marine).

FROM ESBLY TO CRÉCY-EN-BRIE, 6¼ m. (10 km.), railway in 25 minutes.—We cross the *Canal de Chalifert* and ascend the *Valley of the Grand-Morin*, the scene of the British advance at the outset of the battle of the Marne (p. 121). At (1¼ m.) *Montry-Condé* is the fine *Château des Hautes-Maisons*, where took place the first of the series of interviews between Bismarck and Jules Favre in 1870.—2⅓ m. *Couilly-St-Germain*. *Pont-aux-Dames*, ¾ m. S.E., owes its name to the Bernardine nunnery to which Mme du Barry retired after the death of Louis XV.

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Here is situated the *Maison des Comédiens*, a convalescent home for actors founded in 1903 on the initiative of the elder Coquelin (d. 1909). In the park are Coquelin's tomb, an open-air theatre (occasional performances by the actors of the Théâtre Français), and a statue of Coquelin in the part of Scapin by A. Mercié. On the hill to the N. of the station is *Huiry*, familiar to readers of Mildred Aldrich's 'A Hill-Top on the Marne.'—5½ m. *Villiers-Montbarbin* is the station for *Villiers-sur-Morin* (Hôt. de Picardie), a charming village.—6½ m. (10 km.) **Crécy-en-Brie** (*Hôt. de l'Ours*), a picturesque little town with numerous mills, retains ten of the fifty-six towers that once defended it. Jean Camus (1699–1768), the mathematician, was born in the Rue du Barrois (tablet). *La Chapelle-sur-Crécy*, 1½ m. E., has a fine church of the 13–14th cent., with a beautiful triforium and a series of curious masks in the choir. To the S. is the forest of Crécy (see p. 118).

Beyond Esbly we cross the Grand-Morin and the Marne.

28 m. (45 km.) **MEAUX** (*Buffet*; *Hôt. de la Sirène*, R. 15–40 fr.; *du Duc d'Aquitaine*, R. 12–30 fr., L. or D. 15 fr.; Syndicat d'Initiative at the Hôtel de Ville), a cathedral-town (13,819 inhab.), mainly built round a loop of the Marne, within which lies the quarter of the Marché, is the most convenient centre from which to visit the theatre of the first battle of the Marne (p. 118). It is the centre of the Pays Meldois, in which the celebrated 'fromage de Brie,' ripened between layers of musty hay, is made.—*Autocar* to Provins and Sens, see p. 247.

HISTORY. Originally a stronghold of the Meldi, a Gallic tribe, Meaux was later the capital of the Haute-Brie. During the revolt of the Jacquerie (1358) nine thousands peasants were massacred here and the town was sacked. In the 15th cent. it was besieged twice by the English. The chief ornament of the bishopric was Bossuet (1627–1704; bishop from 1681), the 'Eagle of Meaux.' During the BATTLE OF THE MARNE (1914), the retreating British Army blew up the bridges (Sept. 3rd). Von Kluck's advanced patrols entered the town two days later, only to retire in the afternoon on the appearance of Gen. Manoury's advancing force (see p. 121). In the course of the engagements in the neighbourhood the town received a few shells, which caused no great damage; in 1918 it was several times bombarded.

From the station we cross the Place Lafayette, which is adjoined by the Promenade des Trinitaires, and reach the bank of the Marne, where our attention is at once caught by a line of old **Mills*, of timber-work, brick, or slate, some built in the river on piles and dating from the 16th century. Two of the arches of the old bridge were destroyed by the British in the retreat from Mons (Sept. 3rd, 1914), and the mills which lined it were burned down in 1920. Adjoining the quay is the *Hôtel de Ville*, with a fine library (Sun. 9–12 and Thurs. 1–4; closed in Aug.), including a 14th cent. MS. of the 'Roman de la Rose' and autographs of Bossuet.

The Rue Martimprey leads to the ***Cathedral**, dedicated to St. Stephen, a beautiful but weather-worn structure of the 12–16th centuries. The Flamboyant W. front, with its triple portal, is imposing, though it lacks a S. tower. Its statues have been destroyed, but the bas-reliefs in the tympana of the doors and the quaint gargoyles remain. The N. portal (13th cent.) has a good 12th cent. statue of St. Stephen and bas-reliefs illustrating his life. The S. portal (13th cent.) resembles the S. portal of Notre-Dame at Paris. The Porte Maugarni, in the choir, dates from the 15th century. Visitors

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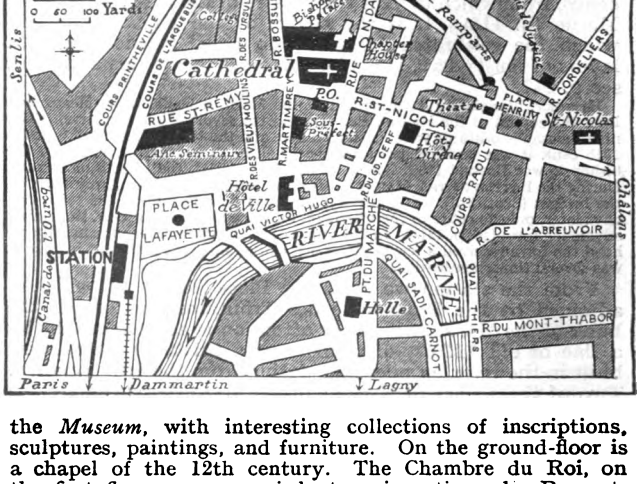
may ascend the N. tower (230 ft. high). The INTERIOR is harmonious and very airy in its general effect, in spite of the shortness of the nave. Bossuet is buried in the choir, and in the N. nave aisle is his monument, by Ernest Dubois (1907), with figures of Turenne, Mlle de Lavallière, and Queen Henrietta Maria on the pedestal. The pulpit from which the great orator used to preach has been reconstructed, but retains some of the original panels. The organ (1627) rests on a beautiful arcade of the 15th century.

To the N. of the cathedral is the old *Bishop's Palace*, comprising various buildings of the 15–17th cent., now used as



the *Museum*, with interesting collections of inscriptions, sculptures, paintings, and furniture. On the ground-floor is a chapel of the 12th century. The Chambre du Roi, on the first floor, was occupied at various times by Bossuet, Louis XVI, and Napoleon. The Chambre de la Reine, probably Bossuet's library, was used by Marie Antoinette. In the garden is a pavilion known as the 'Cabinet de Bossuet,' where many of his sermons were composed. The *Vieux Chapitre* or Old Chapter House, to the N. of the apse of the cathedral, is a dilapidated but valuable example of 13th cent. domestic architecture (restored 1923) with a covered exterior staircase (15th cent. woodwork). The well-preserved mediæval *Ramparts* of Meaux incorporate large sections of Roman work.

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The line of the river at Meaux was reached by the retreating British Army on Sept. 3rd, 1914. The British retirement was continued to the Forêt de Crécy (see p. 118), while Maunoury's 6th French Army concentrated N.W. of Meaux, and Von Kluck executed his famous 'diagonal march' in a S.E. direction across the Allied front. These were the movements preceding the **Battle of the Marne** (1914), in which three German armies were thrown back from the gates of Paris to the heights of the Aisne and the Meuse.

On Sept. 5th Marshal Joffre informed Sir John French of his intention to take the offensive forthwith, and Maunoury was ordered to make good the line of the river Ourcq, a task of much difficulty, only partially fulfilled. On SEPT. 6TH Gen. Joffre issued his famous order of the day: "The time for retreating was over and the hour had arrived when they must die sooner than yield ground." The battle order of the Allies from W. to E. was as follows. Maunoury's **6th** French Army was attacking W. of the Ourcq, and encountering a vigorous reaction, particularly on its left; the British Army was pivoting slowly upon Coulommiers, on the Grand-Morin; d'Esperey's 5th French Army was advancing in the region of Esternay; Foch's 9th Army was heavily engaged between Sézanne and Mailly; Langle's 4th Army was hard pressed by the Duke of Württemberg to the S. of Vitry-le-François; and Sarrail's 3rd Army was definitely losing ground on the heights of the Meuse. On SEPT. 7TH the British and the 5th French Armies advanced without meeting much resistance from Von Kluck's army, which, however, was threatening Maunoury's flank. Foch and d'Esperey were heavily engaged. On SEPT. 8TH Maunoury, although dramatically reinforced by 11,000 men despatched in taxicabs from Gallieni's garrison of Paris, made slow progress towards the Ourcq. Von Kluck's main body meanwhile retreated to the N. of the Petit-Morin; but Von Bülow and Von Hausen compelled the French centre to give ground. It was not until late that night that Foch was able to react in accordance with the general plan. On SEPT. 9TH the line of the Ourcq was won by Maunoury, and the British Army forced the passage of the Marne. At Château-Thierry the British right joined d'Esperey's Army, which had gained a victory at Montmirail; but the decisive success was achieved by Foch, who drove a wedge into the enemy's line S. of Épernay, crowding two of Von Bülow's corps into the famous marshes of St-Gond. On SEPT. 10TH the Germans abandoned their positions on the whole front, and were hotly pursued, especially on the Allied left. On SEPT. 11TH Foch took Châlons, and next day the German right wing abandoned Compiègne and Soissons, while Langle joined in the pursuit on Foch's right, and farther E. Sarrail drove the German Crown Prince back upon the Argonne. On SEPT. 13TH the Germans reached their line of resistance, and here was fought the indecisive battle of the Aisne (p. 108), which merged into the long campaign of trench warfare.—For the second battle of the Marne (1918), see p. 124.

Battlefields of the Marne. From Meaux a very circuitous steam-tramway runs to (18¼ m.; 30 km.) *Dammartin-en-Goële* (p. 106), crossing the battlefield N. and N.W. of the town, viâ (6½ m.) *Monthyon* and (9 m.) *St-Soupplets*; this is the field particularly of Maunoury's flank attack upon Von Kluck (Sept. 5–10th, 1914).—The region of the British advance of Sept. 6–9th, 1914, lies E. and S.E. of the town; it may be reached by motor-bus to (15 m. 25 km.), *Coulommiers* (p. 168).

To visit the most interesting battlefield N.E. of Meaux, where Maunoury's Army struggled to gain the line of the river Ourcq, we leave Meaux on the E. by the Rue du Faubourg-St-Nicolas and turn to the left at the octroi.—4 m. *Vareddes*, enclosed by the Marne and the Ourcq Canal, saw three days' desperate fighting, centring in *Hill 139*, to the W., a good view-point.—Crossing the canal we continue N. to (6½ m.) *Étrépilly*, with a monument "to the memory of the soldiers of the Army of Paris." The Germans burned their dead in this neighbourhood.—We return S.W. to (9½ m.) *Barcy* (monument), and thence W. to (12 m.) ***Monthyon*** (steam-tramway, see above). The return road leads to Meaux through (15 m.) *Penchard* (monument), from which a détour may be made viâ (17 m.) *Neufmoutiers* (large grave and monument).—The road thence to (20 m., 32 km.) ***Meaux*** completes the round.

We recross the Marne E. of Meaux, and beyond (3½ m.) *Trilport*, where the line to Rheims viâ Château-Thierry (Rte 25B) diverges on the right, we turn N.E. and ascend the valley of the *Ourcq*, the scene of Gen. Maunoury's attack on

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the German flank in Sept. 1914 (see p. 121).—37¼ m. *Lizy-sur-Ourcq*.—46 m. (74 km.) *Mareuil-sur-Ourcq* is a junction for (13 m.) *Ormoy-Villers* (p. 107) and the terminus of a light railway from Château-Thierry (p. 125).

49¾ m. (80 km.) **La Ferté-Milon** (1522 inhab.; *Hôt. Jean-Racine*, R. 10 fr.), a small town on the Ourcq, was the birthplace of the dramatist Jean Racine (1639–99), whose statue by David d'Angers stands near the bridge. The churches of *St-Nicolas* and *Notre-Dame* have good stained glass, but both were damaged in 1918, when the Germans were held up only 2 m. E. Above the town is an imposing ruined castle of 1400 with a rectangular keep to which the name Ferté ('fermeté') refers (comp. La Ferté-sous-Jouarre, La Ferté-Alais, etc.). Railway to Compiègne, see p. 93.—We presently pass the gorge of the river Savières (l.) and enter the famous salient created by the German advance of May–June 1918 and reduced by Marshal Foch's victory in July.—57¼ m. *Neuilly-St-Front*. Light railway to Gandelu, see p. 125.—61½ m. *Oulchy-Brény* is a junction for Soissons viâ Berzy-le-Sec (p. 108), and for Château-Thierry (p. 123).

About 2 m. N.E. (station on the line to Soissons) is *Oulchy-le-Château* (Hôt. du Lion-d'Or), an ancient village partly ruined in the bitter fighting of July 22nd–24th, 1918 (Franco-American advance). The interesting Romanesque church stands within the walls of an old feudal castle.

68¼ m. (110 km.) **Fère-en-Tardenois** (*Hôt. de l'Ourcq*, R. from 12 fr.; *Terminus*; *Hostellerie de Guigne-Ville*), the capital of the ancient Pays de Tardenois, made again famous by the battles of May–Aug. 1918, is a small town (1957 inhab.) in the upper valley of the Ourcq, 1 m. S.E. of the station. The 15–16th cent. church has some interesting painted woodwork and other carvings (reliquary of St. Macrus). The market-hall, with pillars of 1552, has been re-roofed since the bombardment. About 2 m. N.E. is the ruined 13th cent. *Castle*, approached by a Renaissance galleried viaduct of 5 arches, 66 ft. high (adm. on application at the new château).

Fère-en-Tardenois was British G.H.Q. during the first battle of the Aisne (Sept.–Oct. 1914). Lost on May 30th, 1918, it became the road and railway centre of the German salient of Château-Thierry; and it was retaken on July 28th in the Franco-American advance. The battlefield 3–5 m. S.E. (*Cierges*, *Sergy*, *Courmont*) is of especial interest to Americans.

The line now traverses a hilly district.—75½ m. *Mont-Notre-Dame*, the 13th cent. church of which was razed by artillery fire in 1918.—We join the railway from Soissons to Rheims at (77½ m.) *Bazoches*, an ancient village with ruins of a 13–16th cent. castle, and ascend the valley of the *Vesle*, an American battlefield of July–Sept. 1918.

80¾ m. (130 km.) **Fismes** (*Modern' Hôtel*, R. 8–15 fr.) at the confluence of the *Ardre* with the Vesle, a town (2949 inhab.) of Roman origin, with a 12th cent. church, was almost destroyed in the battle of the Vesle (see above).

A light railway ascends the valley of the Ardre (a British battlefield of May–June 1918) to (11¾ m., 19 km.) *Bouleuse*, junction for (26½ m., 43 km.) *Rheims* (Rte. 26) and for (28 m., 45 km.) *Dormans* (p. 125), viâ (4 m.) *Ville-en-Tardenois*.

The railway continues to run beside the Vesle, and crosses the Aisne-and-Marne Canal.—97 m. (156 km.) **Rheims,** see Rte. 26.

B. Viâ Château-Thierry

RAILWAY, 107½ m. (173 km.) in 3–3¾ hrs. (77 fr. 95, 52 fr. 60, 34 fr. 30 c.); to *Château-Thierry*, 59 m. (95 km.) in 1½–2 hrs. (42 fr. 80, 28 fr. 90, 18 fr. 85 c.). Trains start from the Gare de l'Est and cross the Marne and Château-Thierry battlefields. Carriages are usually changed at Épernay.

ROAD, 95 m. (133 km.).—26¼ m. (43 km.) *Meaux* (p. 119).—34¼ m. (56 km.) *Lizy-sur-Ourcq* (p. 122).—55¼ m. (90 km.) **Château-Thierry** (see below).—70½ m. (113 km.) *Dormans* (p. 125).—81½ m. (131 km.) *Ville-en-Tardenois* (p. 122). —95 m. (153 km.) **Rheims** (Rte. 26).

From Paris to (31½ m., 51 km.) *Trilport*, see pp. 118–121. Diverging to the right from the La Ferté-Milon line, we continue to ascend the valley of the *Marne*.—36 m. *Changis*.—41 m. (66 m.) **La Ferté-sous-Jouarre** (*Hôt. de l'Epée*, R. 15–30 fr., L. or D. 25 fr.; *de Paris*), a town of 3802 inhab., pleasantly situated on both banks of the Marne, derives its name (comp. p. 122) from a 10th cent. fortress, later held by the Bourbons, on a now vanished island. Louis XVI and Marie Antoinette, after the arrest of their flight at Varennes, were brought hither on the way to Paris in 1791. The millstones quarried in this vicinity are renowned.

The bridge (rebuilt) was destroyed by the Germans in 1914, but the British troops (memorial on the S. bank) threw a pontoon across the river (Sept. 9th), which allowed of the advance that diverted Von Kluck from Paris.

Jouarre (2 m. S.; omnibus) was famous in the middle ages for its Benedictine abbey, of which a 13th cent. tower remains. Behind the 15th cent. church is an interesting Merovingian crypt (634) with porphyry and jasper columns.

A light railway runs E.S.E. from La Ferté to (28 m., 45 km.) *Montmirail* (p. 125), ascending the pretty valley of the *Petit-Morin*, where the British Army met with resistance on Sept. 8th, 1914, notably near (11 m.) *Boitron-La Trétoire* and (13 m.) *Sablonnières* (p. 168).—From (17½ m., 28 km.) *Verdelot*, a branch-line runs N. to (19¾ m., 32 km.) Château-Thierry (see p. 125).

46 m. *Nanteuil-Saacy*.—52¼ m. *Nogent-l'Artaud* (Hôt. de Strasbourg) has a 14–16th cent. church.—At (55¼ m.) *Chézy-sur-Marne*, where the church has a fine Romanesque tower, we enter the region of the second battle of the Marne (see p. 124). To the N. (left) is the high ground regained by French and Americans in June 1918, including *Hill 204*.

59 m. (95 km.) **CHÂTEAU-THIERRY** (*Buffet*), an old town (7480 inhab.) situated mainly on a lofty hill above the left bank of the Marne, is remembered for the struggle of May–July 1918, when the road to Paris was barred by the splendid defence of the French and American armies.

Hotels. DU BONHOMME, 20 Av. de la République, R. 20–70 fr., L. or D. 20 fr.; *DU CYGNE, 7 Rue des Filoirs, R. 15–25 fr., L. or D. 15 fr.; JEAN-DE-LA-FONTAINE, 54 Grande-Rue, R. 15–40 fr., L. or D. 15 fr.; TERMINUS; DE LA GARE; etc.

Restaurants. *Les Violettes*, Rue Carnot; and at the hotels.

Post Office, Rue Drugeon-Lecart.—SYNDICAT D'INITIATIVE, 9 Rue Vallée. —*Thos. Cook & Son*, opposite the station.—BANKS. *Société Générale*, Place des États-Unis; *Crédit Lyonnais*, 31 Rue Carnot.

Autocar to *Soissons* twice daily in 2 hrs. viâ Fère-en-Tardenois (18 fr.).

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History. Said to be named from a castle built by Charles Martel for the Frankish king Thierry IV (d. 737), Château-Thierry was afterwards held by the counts of Champagne. It was captured by the English in 1421, by Charles V in 1544, and by the Leaguers in 1591, pillaged in 1652 during the War of the Fronde, and bombarded in 1814, when Napoleon defeated the Russians and Prussians under Blücher in this neighbourhood.—Jean de la Fontaine (1621–95), the fabulist, is the most famous 'Castelthéodoricien,' or native of the town.

CHÂTEAU-THIERRY DURING THE WAR. The town was held by the Germans for a few days in Sept. 1914, but after the first battle of the Marne it remained nearly 30 m. behind the French front. It was re-entered by Vorf Boehn's vanguard on May 31st, 1918, after the great attack on the Chemin-des-Dames (p. 110), and was sacked in the following weeks. The French here were supported by the Americans, who counter-attacked astride the road to Paris and also successfully held the bridgehead on the left bank of the Marne; while the final German attack on July 15th, 1918, which made progress farther E., was resolutely met and disorganized at Château-Thierry by the American defence. Marshal Foch's historic counter-stroke on July 18th speedily compelled the enemy to withdraw from the S. bank. Château-Thierry was retaken on July 21st, and French and Americans joined in the pursuit to the river Vesle (p. 122).

The Avenue Wilson and Avenue de la République (l.) lead to the circular Place Carnot, whence the Rue Carnot, traversing an island, runs N. to the bridge over the Marne, an American gift to the town, replacing the old bridge blown up in 1914. On the farther bank stands an indifferent statue of La Fontaine by *Laitié* (1824), scarred by shell-fire. To the l., in the Place des États Unis, is the memorial to the 3rd U.S. Division. Thence the Rue du Pont, the scene of street fighting and widespread destruction in 1918, goes on past a 16th cent. *Belfry*, a relic of the Renaissance Hôtel de Palhan (Nos. 14–16) to the 'place' in front of the *Hôtel de Ville*, behind which rises the isolated hill with the scanty remains of the old castle. The *Château* is reached either by a flight of steps behind the Hôtel de Ville and the Porte de Guet, or viâ the Rue du Château (r.) which leads to the N.E. past the old *Hôtel de Marnay-d'Hangest* (No. 32) and the modern *Hôtel-Dieu* (with a 17th cent. chapel) to the *Porte St-Pierre*, a gateway in the town walls. Short of this gateway, opposite a tastefully restored Renaissance house, a slope ascends (l.) to the *Porte St-Jean* (14th or 15th cent.), the main entrance to the small public park which now occupies the area within the enceinte of the old stronghold. The foundations of the keep, the 'Tour du Roy,' etc., are shown on application at the caretaker's lodge on the S. side. We skirt the château by the walk on the S. side (view), and descend on the N.W. to the Rue de Fère. In the Rue Jean-de-la-Fontaine (l.) is La Fontaine's birthplace (No. 12), now a museum (tablet; adm. Tues., Thurs., and Sat. 2–5; gratuity). The house dating from 1559 has been remodelled, but retains its staircase and some contemporary panelling. We turn to the right at the end of the street into the Grande Rue, and cross the Avenue de Soissons to the Rue Saint Crépin, in which (r.) is the Church of *St-Crépin* (Crispin), with a heavy square tower and good wood-carvings. The bridge is regained viâ the Place du Champ-de-Mars, in which is the Palais de Justice.

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FROM CHÂTEAU-THIERRY TO OULCHY-BRÉNY, 17½ m. (28 km.), **railway** in 1 hr. (12 fr. 60, 8 fr. 50, 5 fr. 55 c.).—This line traverses the area of the Franco-American advance of July 18–25th, 1918, passing (5½ m.) *Bézu-Épieds*, the station for *Trugny, Épieds*, and the *Bois du Châtelet*, where the Germans mounted one of their largest long-range guns (15 in.).—17½ m. (28 km.) *Oulchy-Brény* (p. 122).

FROM CHÂTEAU-THIERRY TO MAREUIL-SUR-OURCQ, 22¼ m. (36 km.), light railway in 1¼ hr. (10 fr. 75, 6 fr. 80 c.). From (2½ m.) *Essomes-sur-Marne*, a branch runs S. to (17½ m., 28 km.) *Verdelot* (p. 123).—The line crosses the American front of June–July 1918, viâ (5 m.) *Vaux*, where the road to Paris was barred to the enemy, and (7½ m., 12 km.) *Bouresches*, the station for the famous **Belleau Wood**, to the N.W., now renamed with the neighbouring copses 'Marine Brigade Woods' in honour of the 4th U.S. (Marine) Brigade.—15½ m. *Gandelu*, junction for Neuilly-St-Front (p. 122).—22¼ m. (36 km.), *Mareuil-sur-Ourcq*, on the line from Paris to Rheims (p. 122).

From Château-Thierry to (32¼ m., 52 km.) *St-Siméon*, see p. 168.

Beyond Château-Thierry the vineyards of Champagne begin to appear.—64½ m. *Mézy-Moulins* lies at the mouth of the narrow valley of the *Surmelin*, notable for the spirited defence of the Americans on July 15th, 1918.

FROM MÉZY TO ROMILLY-SUR-SEINE, 49 m. (79 km.), railway in 3 hrs. (35 fr. 60, 24 fr., 15 fr. 65 c.). The line ascends the valley of the Surmelin.—5 m. (8 km.) *Condé-en-Brie* (Hôt. de l'Est) is the station for *Orbais-l'Abbaye* (Hôt. du Lion-d'Or) 8 m. S.E., with a remarkable abbey-church of 1180–1210.—Beyond (9½ m., 15 km.) *Pargny-la-Dhuys* we enter the valley of the Petit-Morin (p. 123).—16 m. (26 km.) **Montmirail** (*Hôt. de la Tour-d'Auvergne*, R. from 10 fr., L. or D. 14 fr.; *du Vert-Galant*), the birthplace of Cardinal de Retz (1614–79), is a small town (2051 inhab.) with a 14–16th cent. church and a 17th cent. château. In 1914, in the battle of the Marne (p. 121), it was regained by D'Esperey. A column at *Marchais-en-Brie*, 2½ m. N.W., commemorates Napoleon's victory of 1814 over the Russians.—28½ m. (46 km.) *Esternay*, and thence to (49 m., 79 km.) *Romilly*, see pp. 168, 170.

66½ m. (107 km.) *Varennes-Jaulgonne*.—72¾ m. (117 km.) **Dormans** (*Hôt. Demoncy*), a little town (1592 inhab.) with a 12–14th cent. church and a 17th cent. castle, was the scene of the final German effort to 'break through' on July 15–16th, 1918, when eight of Von Boehn's divisions forced a crossing, only to retire to the N. bank of the river four days later.—Gen. Berthelot's French Army stemmed the enemy advance upon Épernay near (78¼ m.) *Port-à-Binson*, opposite which is *Châtillon-sur-Marne*, the birthplace of Pope Urban II (d. 1099), a promoter of the First Crusade (statue). On the right, farther on, is the modern château of *Boursault*, built by Mme Clicquot, one of the largest champagne producers, for her son-in-law.—To the S. of (83¾ m.) *Damery-Boursault* stretches the *Forest of Épernay* with its many lakes.

88¼ m. (142 km.) **Épernay** (*Buffet*; *Hôt. de l'Europe*, R 10–35 fr.; *du Chapon Fin*, R. 15 fr.; *des Berceaux*; *de la Cloche*; *Terminus*; etc.; *Restaurant à l'Escargot*; *Brasserie du Théâtre.—Post Office*, Place Hugues-Plomb), a town of 20,043 inhab., is now the chief centre of the champagne trade. The wines grown here are distinguished as 'Vins de la Rivière' from the 'Vins de la Montagne' produced near Rheims. Épernay underwent a famous siege by Henri IV in 1592, when Marshal Biron was killed. It was a goal of Ludendorff's 'Friedensturm' or 'peace offensive' (July 15–18th, 1918) when it was bombarded.

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From the Place Thiers, in front of the station, with the modern church of *Notre-Dame* on the right and the *Theatre* on the left, the Rue Gambetta leads S.W. to the Place de la République, beyond which lies *Le Jard*, a public park with the *Palais de Justice* at the farther end. To the right (W.) of the Place de la République lies the old town, while to the left runs the Rue de Commerce, known also as the Faubourg de la Folie, with the sumptuous abodes and vast premises of the principal wine-merchants, including the *Château R. Chandon* (No. 9), the *Château Perrier* (No. 13), and (c. 1½ m. from the Place) the *Château de Pékin*.

Most of the large firms in this quarter place a guide at the disposal of visitors to the **Champagne Cellars**, which form a vast labyrinth of galleries in the chalky rock on which the town is built, sometimes vaulted with brick but frequently hewn direct in the chalk. The juice of the grape usually spends four or five years in these cellars and undergoes various processes before it emerges again as champagne. The visit takes ¾–1 hr.; the cellars most frequently visited are the *Caves Chandon* (No. 18; 1¼ m. of galleries) and the *Caves Mercier* (No. 75; 11 m.), which are open daily (except Sun. and holidays) 7–10.30 or 11 and 1–5 or 6. The latter are decorated with sculpture of appropriate Bacchic character and contain a gigantic tun with a reputed content of 200,000 bottles.

The Rue de Châlons, the chief business street, leads W. from the Place de la Républiqué to the old town. Here, in the Place Hugues-Plomb, the large new *Hôtel de Ville* incorporates a fine Renaissance portal (1540), the sole relic of the old church of Notre-Dame.

The church of *Hautvillers*, 3 m. N. of Épernay, with a Romanesque façade, is a survival of the Benedictine abbey in which Dom Pérignon (d. 1715) is said to have discovered the art of making champagne in the sparkling form.

From Épernay to Romilly-sur-Seine, 56¼ m. (91 km.), railway in 2¼–2¾ hrs. (41 fr., 27 fr. 65, 18 fr. 5 c.).—At (3¾ m.) *Oiry* (p. 142) we diverge S. from the Châlons line.—8 m. *Avize* (Hôt. de la Renaissance) has an interesting church.—13¾ m. (22 km.) *Vertus* (Hôt. du Commerce; de la Gare) is a town of 2507 inhab. with many old houses. The 12th cent. church has a lateral tower and a crypt of unusual design.—18¾ m. *Coligny* is the station for the isolated *Mont-Aimé* (787 ft.; belvedere), 1¼ m. N.E., where the last counts of Champagne had a castle.—24¾ m. *Fère-Champenoise*, and thence to (38 m., 61 km.) *Sézanne*, see p. 169. From Sézanne to (56½ m., 91 km.) *Romilly*, see p. 170.

From Épernay to Montmirail, 38¾ m. (62 km.), light railway in 3¼ hrs. (16 fr. 90, 11 fr. 25 c.). The line runs S.W., skirting the Forest of Épernay and *Forest of Enghuien*.—16 m. (26 km.) **Montmort** (*Inn*) has a 12th cent. church noteworthy for its 16th cent. glass and for the tombstone of Charlotte de Montmorency, wife of Charles de Valois, a natural son of Charles IX. The brick *Château*, flanked by four towers, was built in 1572–80 by Jeanne de Hangest, and contains several fine apartments; the inclined approach for horsemen is noteworthy.—20 m. *Étoges* has another ancient church and a handsome château (17th cent.).—24¼ m. *Baye* has a church of the 13th cent., and a chapel of the same date with an earlier crypt. At *Andecy*, 1½ m. E., are remains of a Cistercian abbey; and at *Champaubert*, 2 m. N., are a Romanesque church and a column commemorating Napoleon's victory over the Allies (Feb. 11th, 1814).—At (34¾ m.) *Bergères-sous-Montmirail* we approach the line from Esternay (p. 168).—38½ m. (62 km.) *Montmirail*, see p. 125.

Another light railway connects Épernay with (12½ m., 20 km.) *Ambonnay* (p. 133).

From Épernay to *Châlons*, *Verdun*, and *Metz*, see Rte. 29.

Beyond Épernay we diverge to the left from the main line to Châlons, and cross the Marne.—92 m. (148 km.) **Ay** (*Hôt. du Lion-d'Or*), a town of 4814 inhab., boasts one of the most

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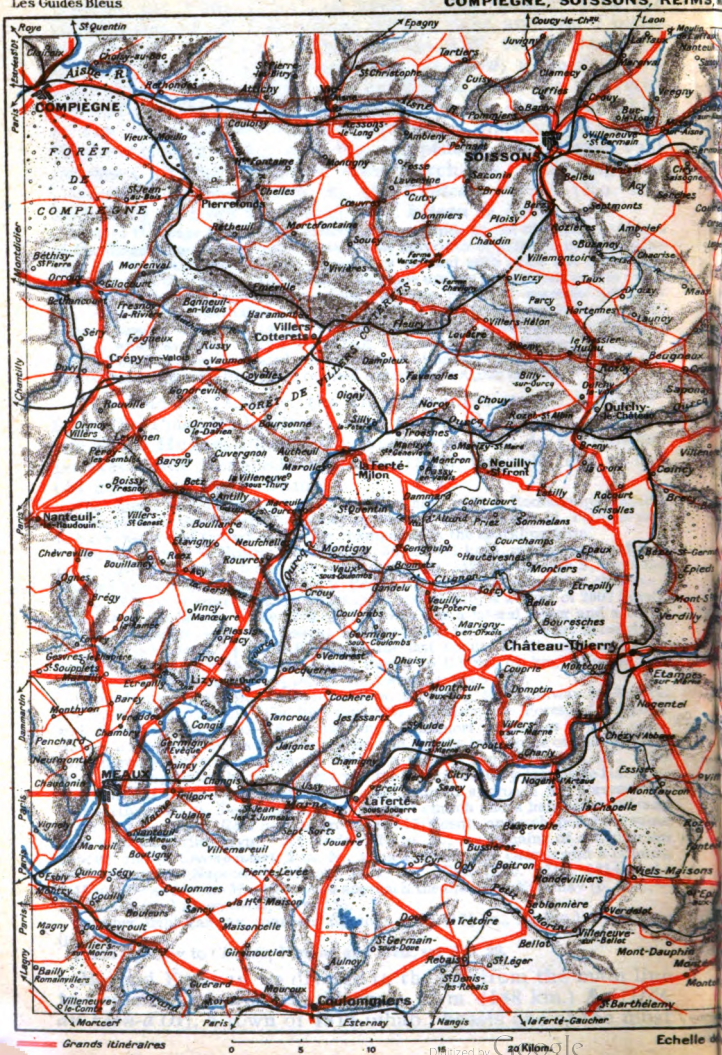

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Corbeny
Laon
Asfeld-la-Ville
Craonne
Guignicourt
Neufchâtel-sur-Aisne
Craonnelle
Condé-sur-Aisne
Variscourt
Juvincourt
Berry-au-Bac
Beaurieux
Aumenancourt
St Etienne-sur-Suippe
Bermericourt
Bourgogne
Fresnes
Pomacle
Fort de Fresnes
Courcelles
Pairis
Bastieux
Courmandon
Montigny
Fismes
Muizon
Witry-lès-Reims
Fort de Witry
Bétheny
Prunay
Merfaut
l'Abbesse
Champigny
Rheims
REIMS
Fort de Nogent l'Abbesse
Bezanne
Les Mesneux
St Léonard
Fort de la Pompelle
Villers-aux-Nœuds
Sillery
Chambrecy
Villers-Marmery
Verzy
FORÊT DE LA MONTAGNE DE REIMS
Louvois
Jouchères
Mutry
Pontfaucon
Pouzy
Avenay
Mareuil-sur-Ay
Mareuil-le-Port
Dormans
Boursault
Marchelepot
Neuvillages
ÉPERNAY
Pierry
Moussy
Pivot
Les Istres-et-Bury
Flavigny
Pocancy
St Martin-les-Rouffy
Avize
Oiry
Vauciennes
Volzy
Montmort
Bois de Vertus
Vertus
Voipreux
Chintrix
Bergères-les-Vertus
Trécon
Champaubert
Janvilliers
Vauchamps
Etrechy
Loisy-en-Brie
Coligny
Pierre-Morains
Soigny
Montmirail
Marais de St Gond
Fère-Champenoise
Esternay
Sézanne
Charleville
Mareuil-en-Brie
Verneuil
Trélou
Courthiézy
Monthurel
St Aignan
Boulins
Montigny-les-Condé
Vandrest
Vendresse
Ostel
Ailey
Chavonne
Soupir
Vailly
Beaurieux
Braye
Merval
Monampteuil
Vregny
Longueval
Dhuizes
Vieil-Arcy
Brenelle
Bruyères
Mauloy
Barbonval
Romain
Ventelay
Hermonville
Gueux
Prosnes
Cormicy
Loivre
Courcy
Thillois
Betheny
Witry-lès-Reims
Fort de Witry
Prunay
Merfaut
Muizon

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highly-esteemed vineyards in Champagne.—The 12th cent. church of (93½ m.) *Avenay* (Hôt. du Centre) is a relic of a Benedictine abbey founded in 660.—We ascend the slopes of the vine-clad and wooded MONTAGNE DE REIMS (940 ft.), the strategic defence of the martyred city in 1914–18. Ludendorff's attacks of July 15–17th, 1918, gained a footing on the W. part of the Montagne, but here British troops restored the situation (July 23–28th).—We pass through a long tunnel (2 m.) beneath the *Mont-Joli*, and beyond (100½ m.) *Rilly-la-Montagne* cross the *Vesle*.—107½ m. (173 km.) **Rheims,** see Rte. 26.

26. RHEIMS

RHEIMS, Fr. *Reims*, the metropolitan see of France and an ancient fortified city (100,754 inhab.), is situated on the *Vesle*, in a plain surrounded by vine-clad hills. Shattered by the bombardments of 1914–18, it holds the place of honour among the martyred towns of France; but its chief glory remains the venerable and historic cathedral, the coronation church of the French kings. Rheims is a busy centre of champagne production and before the War was the flourishing seat of an extensive woollen industry, largely in the hands of British firms.

Railway Stations. *Main Station* (Pl. A 3; Buffet), Square Colbert; *Gare des Promenades* (Pl. A 3), Boul. Louis-Roederer.

Hotels. *HÔT. DU LION D'OR (Pl. e; B 3), Place Drouet-d'Erlon; SAVOY (Pl. b; B 3), 53 Boul. de la République, R. 15–120 fr.; CLARIDGE (Pl. f; A 3), 37 Boul. de la République, R. 15–60 fr., L. 18, D. 20 fr.; CONTINENTAL (Pl. a; B 3), 93 Place Drouet-d'Erlon, R. 15–50 fr., L. or D. 15 fr.; LAFAYETTE (Pl. h; B 3), 35 Rue de Thillois, R. 15–40 fr., L. or D. 15 fr.; BRISTOL-CRYSTAL, 74 Place Drouet-d'Erlon, R. 12–60 fr., L. or D. 11 fr.; DU NORD, 75 Place Drouet-d'Erlon, R. 12–30 fr., L. or D. 9 fr.; ROYAL (Pl. c; B 4), 95 Boul. de la République; LALLEMENT, COLBERT, 35 and 64 Place Drouet-d'Erlon; SPLENDIDE, 13 Avenue de Laon (Pl. A 2), R. 15–30 fr., L. or D. 14 fr.; THILLOIS, 17 Rue de Thillois (Pl. B 3); DE L'EST ET D'ANVERS, 1 Avenue de Laon, R. 12–25 fr.; L. or D. 12 fr.; CECYL, WELCOME, 24 and 29 Rue Buirette (Pl. B 3); etc.

Restaurants at the hotels: also **Degermann*, 35 Rue Buirette (D. 20 fr.); *Auberge du Chat Huant*, Place de l'Hôtel-de-Ville (Pl. B 2), D. 18 fr.; *Brasserie de la Bourse*, Rue Libergier (Pl. C 3); *Lambert*, 8 Rue St. Jacques; etc. Several tea-rooms.

Post Office (Pl. B 2), 30 Rue Cérès. —BANKS. *Société Générale*, Place Royale; *Crédit Lyonnais*, Rue Carnot; *Crédit du Nord*, 16 Rue Talleyrand.—SYNDICAT D'INITIATIVE and *Thos. Cook & Son*, both in the station square.

Conveyances. CABS from the station to the town, 4 fr.; TRAMWAYS ply to St-Remy and the suburbs.—MOTOR COACHES for the battlefields: Chemin-des-Dames, 60 fr.; 'Battlefield circuit'; La Pompelle Fort, etc.; starting from the station or cathedral squares.—AUTOCARS to *Épernay* and *Troyes* in 2¾ hrs. (40 fr.), twice daily; to *Hirson* daily in 2½ hrs.; to *Vouziers* daily in 2 hrs. (20 fr.).

History. Rheims (*Durocortorum*), the capital of the *Remi*, the least bellicose of the Belgian tribes, was Christianized in the 3rd cent., and though ravaged by the Vandals and by Attila, never ceased to be of importance. From the period of the Frankish conquest the history of the town is mainly associated with that of its church (see p. 129). In 1359 Edward III of England was repulsed whilst marching upon Rheims with the intention of being crowned there king of France, and it was not until 1420 that Rheims fell into the hands of Henry V. The

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English were expelled nine years later, and Charles VII was crowned here in 1429 beneath the standard borne by Joan of Arc. Card. Charles de Lorraine founded the University in 1547, and thanks to its English college Rheims became a focus of English recusancy during the reigns of Elizabeth and James I. In 1694 the earliest French newspaper, the *Gazette de France*, was printed at Rheims. In 1814 Marshal Marmont's victory here over the Allies was a 'last smile of Fortune' for his emperor; and in 1870 the city was occupied by the Prussians. The first aviation meeting ever held took place at Rheims (Aug. 1909).—Among famous natives of the city are Jean-Baptiste Colbert (1619–83), minister of Louis XIV; the Gobelins, 15th cent. makers of the famous tapestries; St. Jean-Baptiste de la Salle (1651–1719), founder of the Frères des Écoles Chrétiennes; Robert Nanteuil (1630–78), the designer and engraver; and Marshal Count Drouet d'Erlon (1799–1865).

RHEIMS DURING THE WAR. Rheims was occupied by the Germans on Sept. 4th, 1914, and sacked during the following week. The German Crown Prince took up his quarters in the city, but retired in haste on the 12th before D'Esperey's advance-guard. On Sept. 18th the first bombardments of the cathedral were accompanied by a hostile advance which brought the city under fire at close range. The vast wine-cellars (p. 132) proved, however, an invaluable protection; and although the buildings of the city gradually crumbled, some 17,000 inhab., intrepidly 'carrying on' (schools, law courts, and the daily newspaper *L'Eclaireur de l'Est*), remained until the Easter week of 1917, when more than 25,000 shells fell in Rheims, and all civilians were evacuated. The capture of the ruins formed the immediate objective of Ludendorff's great attack (the 'Friedensturm') on July 15th, 1918; but the city, although surrounded on three sides, held fast, a menace to the flank of the projected enemy march on Paris. It was finally disengaged by the Allied advance of Oct. 2nd–9th, 1918.—Less than a hundred houses were left intact, and nearly a thousand were completely effaced. The total material damage was estimated at £74,000,000. In clearing the ruins some interesting remains of a Roman city (forum, baths, catacombs) were discovered beneath the houses in the quarter near the Hôtel de Ville.

We emerge from the railway station (Pl. A 3) into the *Square Colbert* (statue of Colbert by *Guillaume*, 1860), flanked by the fine *Promenades* laid out in the reign of Louis XV. After crossing the Boulevard de la République we enter the long Place Drouet-d'Erlon (Pl. B 3), crowded with hotels and cafés. Here stands a mutilated monumental fountain (1907) symbolising 'Four Rivers' (Marne, Aisne, Vesle, Suippe) that played a notable part in the War. At the farther end of the Place, on the left, is the 13th cent. church of *St-Jacques* (repaired). The short Rue St-Jacques ends in the RUE DE VESLE (Pl. B 3, 4), which has been restored to its former dignity as the main thoroughfare. Turning along it to the left, we reach the rebuilt *Theatre* and the new *Palais de Justice* (r.), between which a short street leads into the *Place du Parvis-Notre-Dame* (Pl. B, C 3), in front of the main façade of the cathedral. Here stands a bronze equestrian statue of Joan of Arc (by *Dubois*, 1896), which was rescued during the bombardment of 1918 and given back to the city in 1921. Beyond the Palais de Justice the new *Cours J. B. Langlet* leads N. to the Rue Thiers.

The ****Cathedral** (*Notre-Dame*; Pl. C 3), the national and royal cathedral of France and one of the noblest of Gothic churches, is remarkable for its unity, grandeur, and grace, and for its wealth of sculptural decoration. It was seriously injured by fire and bombardment, and suffered irreparably in

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many details, much fine statuary and most windows being destroyed, but the W. façade is almost intact, only a small portion being touched by flames. Visitors enter by the left-hand portal of the W. front. The cathedral, now being restored, is open as far as the E. end of the nave, where a temporary wall has been erected, shutting off for the present the choir and transepts.

HISTORY. The archbishopric of Rheims was founded by St. Sixtus (c. 290), but the earliest building on this site was erected in the 5th century. Here Clovis was baptized by St. Remigius in 496, and here, from Philip Augustus (1180) to Charles X (1825), the kings of France, with few exceptions, were crowned. The most famous coronation was that of Charles VII in 1429 (p. 128).—The present building was begun in 1211 from the designs of Jean d'Orbais and continued by Jean le Loup, Gaucher de Reims, Bernard de Soissons, and Robert de Coucy (d. 1311). The W. front was begun in 1241, and the W. towers were completed in 1430.—The earliest German bombardments of the cathedral (Sept. 17–19th, 1914), which set fire to the scaffolding and the roof, aroused widespread protest in the civilized world. The pretext for later bombardments, viz. that the cathedral towers were used for military observation, was consistently denied by the Archbishop and his clergy. The rose-window and the apsidal ('Angel') spire were destroyed, and great havoc was caused, especially on the S.W. side, in 1917–18. Many sculptures were saved by protective measures, and most of the treasures of art, including the famous tapestries, have been preserved.

Exterior. The *WEST FRONT, one of the masterpieces of the middle ages, is enriched by a wealth of sculpture which tends to blur the architectural line. The central doorway of the majestic and deeply recessed *Triple Portal*, dedicated to the Virgin, includes groups of the Annunciation and Visitation (r.) and the Purification (l.); in the richly decorated gable is a group of the Coronation; the sculptured lintel of the door was unhappily planed flat in 1793, and afterwards received a banal inscription. The right-hand doorway, flanked by statues of prophets, is surmounted by a Last Judgment (severely mutilated). The left-hand doorway, likewise damaged, is dedicated to the Passion; and here, immediately to the left of the door, is the decapitated figure of the 'Sourire de Reims,' a smiling angel which has become a civic symbol. Above the rose-window is David challenging Goliath, and on either side are Saul, Solomon, and apostles. Still higher, between the towers, is a group of the baptism of Clovis by St. Remigius, the centrepiece of the 'Kings' Gallery,' consisting of a line of colossal statues of the kings of France. The **Towers*, 266 ft. high, which end in graceful openwork turrets, were several times struck by shells, and the pierced staircase of the S. tower was partially destroyed.—The harmonious N. FAÇADE is noteworthy for a triple portal in which the central doorway is beautifully but soberly decorated with statues of former bishops; on the tympanum are histories of St. Nicasius and St. Remigius. The so-called **Porte de l'Enfer* (disused), on the left of this, has striking reliefs of the Last Judgment and a beautiful 13th cent. 'Beau Dieu,' which was decapitated by a shell in 1918. The relief above the right-hand doorway is a Romanesque relic of an earlier cathedral.

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Above the 13th cent. apse, with its pinnacled flying buttresses, stood the elegant 15th cent. ' Angel Spire ' of wood and lead which was destroyed together with the roof in the fire of Sept. 19th, 1914. The much-damaged S. façade, looking upon the former Archbishop's Palace, has a fine 16th cent. gable.

Interior. The cathedral is 489 ft. long, 200 ft. wide at the transepts, and 125 ft. high.—The symmetry and simplicity of the interior are singularly little marred by restoration; and it is evident that successive architects of the cathedral ignored the dictates of fashion and even of architectural development in their fidelity to the original plan. Since the destruction or removal of the stained glass, the building has been flooded with light.—The NAVE contains ten bays, the first four of which are somewhat later than the others (c. 1300). The W. end is decorated by 120 *Statues (13th cent.), among which may be noted the Knight's Communion, in the lowest row on the right of the central doorway, and the sculptured groups on the lintels. The great rose-window was the work of Bernard de Soissons (13th cent.). The pillar-capitals are carved in foliage; the *Vintage Scene on the sixth pillar on the right is regarded as a masterpiece of mediæval sculpture. The pulpit was built by Blondel of Rheims under Louis XVI.—Part of the vaulting of the long CHOIR fell upon the high altar in April 1917.—The AMBULATORY is notable for the beauty of its radiating chapels, which are surmounted by a 13th cent. clerestory. An arcaded triforium extends round the entire building.

Few of the WORKS OF ART formerly in the cathedral have yet been replaced. These included the famous *Tapestries, of which the oldest (c. 1440), representing scenes from the life of Clovis, were presented in 1573 by Card. de Lorraine. Fourteen tapestries presented by Abp. Robert de Lenoncourt in 1530 illustrate the Life of the Virgin. These are at present in the Musée (p. 131). Examples of the 17th cent. ' Pepersack ' tapestries (named after their Flemish artist) include Christ at the house of Simon the Pharisee, Christ among the Doctors, and the Marriage at Cana in Galilee (an example in the Musée, see p. 131). Two Gobelins illustrate the life of St. Paul.—The paintings include Christ and the Woman of Samaria, by *Otto Venius*, the Washing of the Disciples' Feet, by *Jerome Muziano*, Christ and Mary Magdalen, by *Titian* (?), and Manna in the Desert, by *Nicolas Poussin*.—The great organ (1487) in the N. transept retains its Gothic loft.—Among the sepulchral monuments is the tombstone of Hugues Libergier (d. 1263).—A Renaissance reredos (1541) in the Rosary Chapel, adjoining the S. transept, is attributed to Pierre Jacques, a Rheims sculptor; and in the centre of the same chapel is a Roman mosaic.

The TREASURY, in a sacristy built by Viollet-le-Duc, contains the ***Chalice of St. Remigius*** (11th cent.), used by the kings of France at their coronation mass, the 16th cent. *Ship of St. Ursula*, a reliquary presented by Henri III, and the *Reliquary of the Sacred Ampulla*, made for the coronation of Charles X. The original sacred Ampulla, a vessel containing heavenly oil which was said to have been brought by a dove for the anointing of Clovis, was shattered in 1793; but a few drops of the miraculous oil are said to have been piously preserved.

The ARCHBISHOP'S PALACE (Pl. C 2, 3), S. of the cathedral, now being rebuilt after almost complete destruction, was mainly of the 17th cent., though the remains of the great *Salle de Tau* (in the inner court) date from 1497 and those of the *Chapel* from c. 1230 (?).

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To the S.E. of the cathedral the new *Cours Anatole France* leads past the *Place Carnegie*, in which is the handsome *Municipal Library* (1928; bust of Carnegie, 1835–1919), to the Rue de l'Université (p. 132).

In the Rue Libergier, which opens opposite the W. front of the cathedral, is the **Musée des Beaux-Arts** (Pl. B, C 3), in an 18th cent. building incorporating part of the former abbey of St-Denis, and afterwards used (until 1905) as the Grand-Séminaire. It contains a collection of paintings of the French school (18–19th cent.) and some old masters, and an archæological collection (Gallo-Roman coins, glass, etc.). The musée (entrance in the Rue Chagny) is open daily (except Mon. morning) from 10–12 and 2–5; adm. free on Sun. and Thurs., on other days 1 fr.

All works bear their title and the artist's name.—The famous *Tapestries from the Cathedral (p. 130) and from the church of St. Remy (see below) are at present in the first room.—The MODERN SCHOOLS include good examples of *Corot* (several *Landscapes), *Millet*, *Cazin* (Scottish and French landscapes), *Fromentin*, *Ziem*, *Théodore Rousseau*, *Harpignies*, *Troyon*, *Nattier*, *Meissonier*, etc. Many of these are comprised in the Collection Vasnier, bequeathed in 1907.—OLD MASTERS. German School: Series of *Portraits (drawings in colour) by *Cranach the Elder*, *Cranach the Younger*, *Amberger*, and *Holbein the Younger* (supposed portrait of John More, father of Sir Thomas More). Flemish, Dutch, and Italian Schools: many attributions, including: *P. van Moll*, Descent from the Cross; *Seb. del Piombo*, Portrait of a woman; *Jordaens*, Satyr; *J. P. Hackert*, Landscapes; *Ary de Vos*, Young smoker; *Nic. Pieters*, Virgin and Child; *N. Poussin*, The Flood; *P. Mignard*, Letellier, Archbishop of Rheims; *J. Vernet*, Seascape; *School of Rheims XV cent.*; Life and Passion of Christ; *Teniers*, Village Fête.—TOILES PEINTES: *Stories of Judith, Susanna, etc.; *Mysteries of the Passion, the Resurrection, and the Vengeance. These remarkable painted fabrics (15th cent.) were probably inspired by mystery plays, and served traditionally as patterns for the great tapestries of the cathedral.

Visitors may shorten their round by proceeding directly from the Musée to the Place Royale (p. 132) viâ the Rue Chanzy and the Rue Carnot.—In the reverse direction (S.E.) the Rue Chanzy and its continuation, the Rue Gambetta (tramway), lead to the *Hôpital Général*, a former Jesuit college (17th cent.) with a fine library, and to (1 m.) the large abbey-church of ***St-Remy** (Pl. E 2, 3), the oldest church in Rheims (11th cent.), which succeeded the Chapel of St. Christopher erected in the cemetery where St. Remigius was buried (533). St-Remy, though its roof was almost completely destroyed in 1918, retains its principal *Façade almost intact, with two Romanesque towers, of which that to the S. dates from the 11th century. The weatherworn but still beautiful S. façade is of the early 16th century.

The N. aisle has been walled off to form a small temporary church, which is featureless. There is at present no admission to the nave, with its Romanesque capitals, or to the damaged 12th cent. choir, with its five radiating chapels. Behind the high altar is the reconstructed *Mausoleum of St. Remigius (1847), containing the reliquary of the saint and embellished with statues (from the original tomb) of the twelve peers of France in their coronation robes. The priceless Flemish tapestries (scenes from the life of St. Remigius), presented to the church in 1531, and the enamels by J. Laudin (1663), illustrating the lives of St. Timothy and other saints, are at present in the Musée (see above).

Adjoining the church is the *Hôtel-Dieu*, occupying part of the former Benedictine abbey (injured by fire in 1916). It contains an archæological muse-

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the chief treasure of which is the cenotaph of the consul Jovinus (d. 370), an early Christian convert.

About 5 min. E. of St-Remy, and at the end of the town nearest to the German lines during the War, rise the *Buttes St-Nicaise*, two mounds of the old town ramparts, commanding striking views of the city. A little farther E. are the principal **Champagne Cellars** (Pl. D, E1), in a series of old subterranean chalk quarries, which during the bombardments formed a veritable underground city, with schools, barracks, and dormitories.

A visit to the *Champagne Cellars* (comp. p. 126) affords an interesting insight into the wine-trade of Rheims and the processes of manufacturing champagne. The largest cellars are the *Caves Pommery* (Pl. E 1), reached from the Pointe St-Nicaise at the E. end of the Buttes viâ the Boulevard Henry-Vasnier. These are in two stories and have 12 m. of galleries (adm. daily 8–11 and 2–5, except Sun. and holidays). The Rue des Crayères leads E. from the Pointe to the *Caves Ruinart* (Pl. E 1), with three stories and 5½ m. of galleries, in which the rough chalk walls are left picturesquely exposed.

From the Place St-Nicaise (Pl. E 2) we may return to the centre of the town viâ the long Rue du Barbâtre and the Rue de l'Université, where the havoc wrought by shell-fire is still noticeable. The *Lycée* (Pl. C 2) has been rebuilt, but the *Grand-Séminaire* (Pl. C 2) still lies in ruins. The *Place Royale* (Pl. B 2), a severe but handsome square built in 1759 by Legendre, was burned out in 1918 and only the façades of its houses remained. In the centre a statue of Louis XV by Cartellier (1818) replaces the original monument by Pigalle (1765), which was destroyed at the Revolution.

All this part of Rheims has suffered severely, and many interesting buildings are represented only by ruined fragments. The house in which Colbert (1619–83) was born, at No. 13 Rue Cérès, has vanished; and the famous Maison des Musiciens (13th cent.), No. 20 Rue de Tambour, is destroyed, though the five seated statues from its façade have been saved. At No. 4 Rue de l'Arbalète is the façade of the house (rebuilt) in which St. Jean-Baptiste de la Salle (see p. 128) was born in 1651.

From the Place Royale the Rue Colbert leads N.W. to the Hôtel de Ville (Pl. B 2), a fine example of Louis XIII architecture, by Jean Bonhomme (1627–30), reduced to a shell by a conflagration in which its library of 100,000 vols. perished also (now cleverly rebuilt). Nearly all the fine old mansions in this quarter have been levelled. Farther on, viâ the Rue Henri IV, lies the Place de la République, in which stands the ***Porte de Mars** (Pl. A 2), a Roman triumphal arch dating from about the beginning of the 3rd century. Under the central archway are represented the months of the year, and under the side-archways appear Romulus and Remus suckled by the she-wolf (E.), and Jupiter and Leda (W.).—We regain the station viâ the Boulevard de la République.

The Battlefields. The plain to the N.E. of Rheims was completely devastated by fluctuations of the battle-front, which was 8 m. distant from the city at the close of the battle of the Marne, 4 m. at the end of Sept. 1914, and less than 2 m. in July 1918, when Ludendorff's last offensive (the 'Friedensturm') almost succeeded in encircling Rheims. The chief points of interest are the remains of the various forts (La Pompelle, Witry, Brimont, and Nogent). Light railways from Rheims to Asfeld, to Beine, and to Cormicy (see p. 133), starting from

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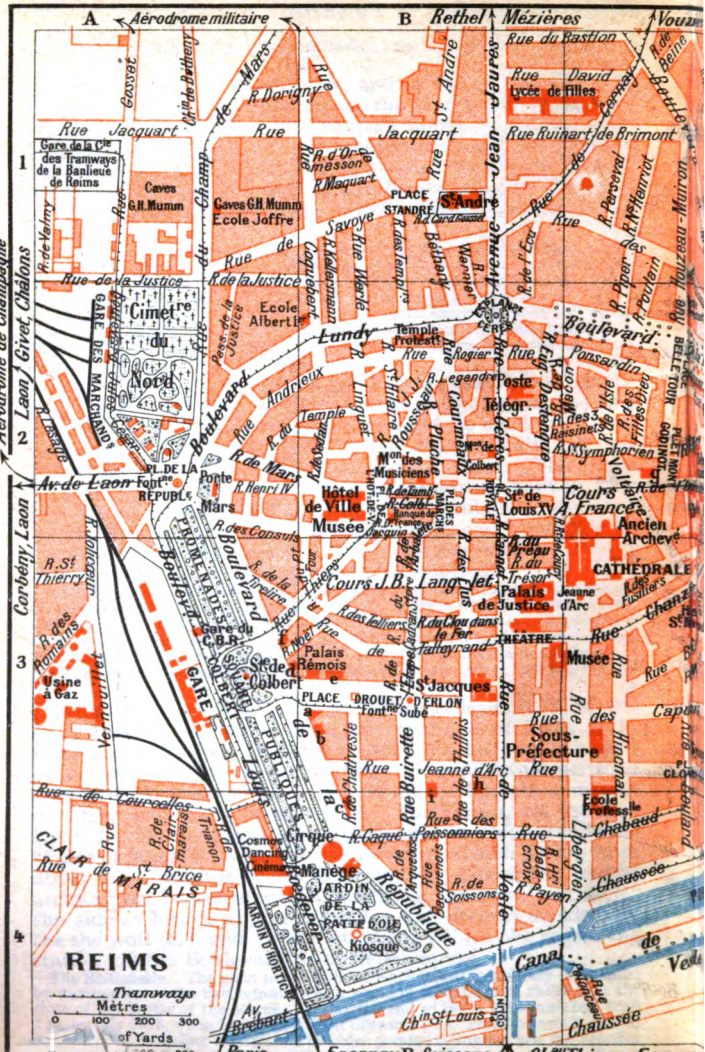

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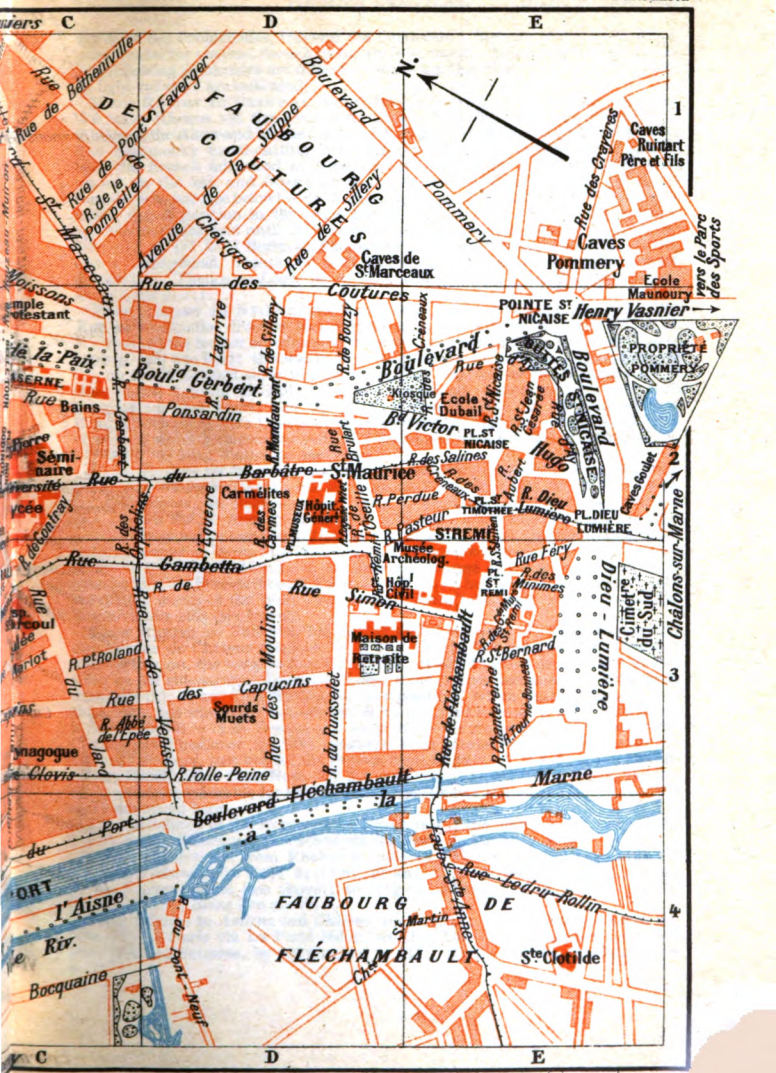

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the Gare des Promenades, traverse the battlefield; these form the most economical routes for visitors, though trains are infrequent. Motor-coaches, see p. 127. The following summaries are intended chiefly for travellers by road, but stations on light railways are indicated.

FROM RHEIMS TO BERRY-AU-BAC (Laon, Soissons), 13 m. (21 km.) by road. We leave Rheims viâ the Avenue de Laon (Pl. A 2).—2 m. *La Neuvillette*, a village on the Aisne-and-Marne Canal, with its glass-works, was almost obliterated. The hummocky canal-cutting N.E. was called the 'Cavaliers de Courcy'; here the French advanced at great cost in April 1917. *St-Thierry* village is passed on the left, and *Courcy* on the right.—5½ m. *Loivre* (r.) lies W. of the Fort de Brimont (see below).—8½ m. *Cormicy* (sta.), once a fortress with ramparts, was a strong position in the angle formed by the river Aisne and the Aisne-and-Marne Canal, and until 1918 covered the approaches to Rheims on the N.W. side.—13 m. (21 km.) **Berry-au-Bac**, where the road to Laon crosses the Aisne, was a 'bridgehead' mentioned with almost monotonous regularity in French despatches. Thence to *Laon*, see p. 115; and to *Soissons* viâ the Chemin-des-Dames, see p. 111.

FROM RHEIMS TO NEUFCHÂTEL-SUR-AISNE, 12½ m. (20 km.) by road. The Rue de Neufchâtel diverges to the right from the Avenue de Laon (Pl. A 2). We pass (r.) the former aerodrome of *Bétheny* (sta.) where the aviation meeting of 1909 (p. 128) was held; this was in 1915–17 the enemy front line.—5½ m. **Brimont** (l.), on a hill fortified since Roman times, was retained by the Germans at the close of the fighting of Sept. 1914, and continued to command the city with its guns for four years. To the N.W. is *Berméricourt*. A by-road leads to (2 m. E.) *Bourgogne* (sta.), an ancient moated village, with a curious 12–13th cent. church, of which little remains.—8½ m. *Pont-Givart*, with a bridge over the *Suippe*.—12½ m. (20 km.) *Neufchâtel-sur-Aisne*.

FROM RHEIMS TO WITRY-LÈS-REIMS AND NOGENT-L'ABBESSE, 8 m. (13 km.) by road. We leave Rheims viâ the Rue du Faubourg-Cérès (Pl. B 1).—4½ m. *Witry-lès-Reims*, an ancient village with a Romanesque church-tower and a fort, lies on the N. slope of a range of hills with many Gallo-Roman remains.—We diverge to the right from the main road and traverse the undulating ridge, crossing a spur of Berru Hill (833 ft.). The Romanesque church of *Berru* (sta.) survived the bombardment.—8 m. **Nogent-l'Abbesse** (sta.), with its fort, was attacked by the French (Sept. 1914 and April 1917), but dominated Rheims until the closing weeks of the War. To the E. is *Beine* (sta.) and beyond it rise the Moronvilliers hills (see below).

FROM RHEIMS TO PROSNES, 14½ m. (23 km.) by road. We leave Rheims viâ the Avenue de Châlons (beyond Pl. E 2). On the left are the *Parc Pommery* and, farther on, the notorious sector of the battlefield known as the *Butte de Tir*, from an old rifle-range.—Immense chalky mine-craters surround the **Fort de la Pompelle** (l.), 4½ m. from Rheims, a 'key-position' which changed hands more than once, but was never far removed from the front line of 1914–18. To the S. is Sillery (p. 79).—7½ m. *Prunay* (r.; see p. 79).—We are now in the characteristic Champagne Pouilleuse (p. 118), rendered even bleaker by the War.—14½ m. (23 km.) *Prosnes*, just behind the French front of 1914–17, lies S. of the **Moronvilliers Massif** (Mont-Sans-Nom, 593 ft.; Le Teton, 744 ft.; Mont-Blond, 726 ft.; etc.), a range memorable for the battles of April–May 1917, when Gen. Degoutte's army advanced here.

The battlefields of the Montagne de Reims and of the upper Ardre (see p. 122), 6–8 m. S.W. of Rheims, are reached viâ the Porte de Paris (Pl. B 4).

Light railways run from Rheims to (35½ m., 57 km.) *Châlons* (p. 142) viâ (22½ m.) *Ambonnay* (p. 126); to (13 m., 21 km.) *Cormicy* (see above) and (15½ m., 25 km.) *Berry-au-Bac* (see above); to (18½ m., 30 km.) *Asfeld* (p. 79); and to (11 m., 18 km.) *Beine* (see above).

From Rheims to *Amiens* and *Châlons*, see Rte. 17; to *Mézières* and *Givet*, see Rte. 27; to *Paris* viâ La Ferté-Milon, see Rte. 25A; viâ Château-Thierry, see Rte. 25B; to *Soissons*, by railway, see p. 111; viâ the Chemin-des-Dames, see p. 111.

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27. FROM RHEIMS TO MÉZIÈRES-CHARLEVILLE AND GIVET (NAMUR)

RAILWAY, 94½ m. (152 km.) in 3¾–4 hrs. (68 fr. 50, 46 fr. 20, 30 fr. 15 c.; change at Mézières-Charleville); to *Mézières-Charleville*, 54½ m. (88 km.) in 1¾–2¾ hrs. (39 fr. 65, 26 fr. 75, 17 fr. 45 c.). Beyond Givet the journey may be continued to (108 m., 174 km.) *Dinant* and (126¾ m., 204 km.) *Namur*; but no through trains run from Paris or Rheims to Belgium by this route.

ROAD, 94½ m. (152 km.).—23½ m. (38 km.) *Rethel* (see below).—41½ m. (67 km.) *Poix-Terron* (p. 135).—51 m. (82 km.) **Mézières** (p. 135).—62¾ m. (101 km.) *Rimogne* (p. 45).—68½ m. (110 km.) *Rocroi* (p. 45).—79½ m. (128 km.) *Fumay* (p. 137).—94½ m. (152 km.) **Givet** (p. 137).

Rheims, see Rte. 26. The railway runs N.E., crossing the plain of Bétheny (p. 133), with the battlefield of 1914–18. On the right are the heights of Nogent (p. 133), and on the left, in the distance, is Fort Brimont (p. 133).—5¼ m. *Witry-lès-Reims*, see p. 133.—At (10½ m.) *Bazancourt* the railway crosses the *Suippe* (comp. p. 144), whose valley forms a shallow depression in the chalk plateau of 'Champagne Pouilleuse' (p. 118).

FROM BAZANCOURT TO APREMONT, 48½ m. (78 km.), railway in 2¾ hrs. (35 fr. 15, 23 fr. 70, 15 fr. 45 c.), crossing the battlefield of Champagne. We ascend the valley of the Suippe.—2¾ m. *Warmeriville*.—8 m. *Pont-Faverger* and (10½ m.) *Bétheniville* lie N. of the Moronvilliers Massif (p. 133); and the signs of devastation increase as we turn S.E., approaching the field of Marshal Joffre's great offensive of Sept. 25–29th, 1915, when the German third position was momentarily breached.—Beyond (14¼ m., 23 km.) *Dontrien* we ascend the valley of the *Py*. To the S. lies *Auberive*; and thence from W. to E. stretches a line of famous front positions: *Navarin Farm*, the villages of *Souain*, *Tahure*, and *Mesnil*, with their 'Buttes,' *Massiges* with its 'Main,' and the *Maisons de Champagne*. All this region was reconquered by Gen. Gouraud's men in Sept.–Oct. 1918.—To the N. of (21 m.) *Somme-Py* is the field of an American advance (Oct. 1918).—We traverse a tunnel (⅓ m.) before descending into the valley of the *Aisne*.—33 m. *Challerange*, junction for Vouziers and Ste-Menehould, see p. 145.—We traverse the Argonne by the 'Gap of Grandpré.'—39½ m. (63 km.) **Grandpré**, a small and ancient town (670 inhab.) at the E. end of the gap cut by the river Aire through the Argonne (p. 145), was the centre of severe fighting in the latter part of Oct. 1918, during the great American advance. The 13–17th cent. church containing the fine black marble tomb of Claude le Joyeuse (17th cent.) was much damaged. To the N. rises the *Forest of Bourgogne*, the N. part of the Argonne, and to the N.E. is *Champigneulles* (American front, Oct. 1918). About 7 m. N.N.E. of Grandpré is *Buzancy*, the terminus of a light railway from Vouziers (p. 135), with a 13–14th cent. church; this ancient fortress was captured by the Americans on Nov. 2nd, 1918. The German *Kriemhilde Line* (comp. p. 161) ran through the gap of Grandpré.—42¾ m. *Marcq-St-Juvin*.—48½ m. (78 km.) *Apremont*, the terminus of the railway, is connected with *Binarville*, 5 m. S.W., by a pass. It was S. of this pass that the New Yorkers (77th U.S. Div.) made their famous advance through the forest in Sept.–Oct. 1918. A road goes on from Apremont viâ Varennes (p. 147) to (13 m., 21 km.) *Clermont-en-Argonne* (p. 145).

The *Retourne* is crossed at (16 m.) *Le Châtelet-sur-Retourne* (light railway to Vouziers, see p. 135) and farther on we cross the Canal des Ardennes and the Aisne.—24¾ m. (40 km.) **Rethel** (5940 inhab.; *Hôt. Moderne*, R. 10–18 fr., L. or D. 12 fr.; *du Sanglier-des-Ardennes*), a town of Roman origin, afterwards the seat of a duchy and a fortress, is pleasantly situated above the right bank of the Aisne. Partly burned on Aug. 28–29th, 1914, and occupied by the Germans for

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four years, it was liberated by Gen. Gouraud's army on Nov. 6th, 1918, after a bombardment. The interesting church of *St-Nicolas* consists of two adjoining churches, of which the older (begun in 1279), on the left, was formerly attached to a monastery; the other (15–16th cent.) is the parish church. The detached tower (1650) and the Gothic S. portal (1510) are noteworthy. On the hill above the town are vestiges of the old *Castle* of the Counts of Rethel.

The village of *Sorbon*, 2¼ m. N., is the birthplace of Robert de Sorbon (1201–74), founder of the Sorbonne at Paris (monument in the church).—Light railway from Rethel to Guignicourt suspended beyond (14¼ m., 23 km.) *Asfeld* (p. 79).

At (29¾ m.) *Amagne-Lucquy* we intersect the line from Hirson to Vouziers, Ste-Menehould, and Bar-le-Duc.

FROM AMAGNE TO HIRSON, 38 m. (61 km.), railway in 1¾–2¾ hrs. (27 fr. 50, 18 fr. 55, 12 fr. 10 c.).—At (10 m.) *Wasigny-la-Neuville* we are joined by a line from Mézières (p. 136), and at (21 m.) *Liart* intersect that from Laon to Mézières (p. 116).—We descend the picturesque wooded valley of the *Aube*. Above (29 m.) *Aubenton*, once a fortified place, with a church partly of the 12th cent., the Aube falls into the *Thon*, which we follow for some miles farther.—38 m. (61 km.) *Hirson*, see p. 44.

FROM AMAGNE TO VOUZIERS (17½ m., 28 km.), railway in 1 hr. (12 fr. 60, 8 fr. 50, 5 fr. 55 c.). The line ascends the pretty valley of the Aisne, marred in 1917–18 by German defensive works; the enemy, however, made only a brief stand here in Oct. 1918.—6½ m. (10 km.) **Attigny** (*Inns*), a town of 1404 inhab., was once a residence of the Carlovingian kings. The old Hôtel de Ville, called the *Dôme*, has an elegant Renaissance front and a vaulted archway; and the 15–17th cent. church, with a Romanesque tower, is noteworthy for its vaulting and exterior decoration. A light railway connects Attigny, viâ (18½ m., 30 km.) *Vendresse*, with (28 m., 45 km. N.E.) *Raucourt* (p. 161).—17½ m. (28 km.) **Vouziers** (*Hôt. de France*; *de Lorraine*), a town of 2841 inhab., the birthplace and home of Hippolyte Taine (1828–93), was reoccupied by Gen. Gouraud's army at the end of Oct. 1918. The 16–18th cent. church has a beautiful triple portal of the Renaissance. To the S.E. lies the American battlefield of Oct. 1918 (p. 145). Light railways run from Vouziers to (26 m., 42 km.) *Le Châtelet* (p. 134), viâ *Châtillon-sur-Bar* (see below) and *Vendresse* (see above) to (30½ m., 49 km.) *Raucourt* (p. 161), and to (15 m., 24 km.) *Buzancy* (p. 134).—For the continuation of the railway to *Ste-Menehould*, see p. 145, and thence to *Bar-le-Duc*, see p. 153.—AUTOCARS to *Rheims* daily in 2 hrs. (20 fr.).

We enter the fertile fruit-growing district which forms the watershed between the basins of the Aisne and the Meuse. —From (44¾ m., 72 km.) *Poix-Terron*, on the *Vence*, with a 12–16th cent. church, a light railway runs to (11¾ m., 19 km.) *Vendresse* (see above) and (24¾ m., 40 km.) *Châtillon-sur-Bar* (see above).—The railway bridge at (53½ m.) *Mohon*, where the line from Sedan (p. 139) comes in, affords a fine view of the winding Meuse, which is presently crossed by a second bridge.

54¼ m. (88 km.) **MÉZIÈRES-CHARLEVILLE** (*Buffet*) is an important junction serving two towns, which, though separated by the river, their history, and their traditions as well as by their administration, form geographically a single community. CHARLEVILLE, on the left bank, is a modern commercial town (22,631 inhab.; 'Carlopolitains'), with manufactures of hardware, nails, etc. MÉZIÈRES (9873 inhab.; 'Macériens'), built within a loop on the right bank, is an ancient fortified town (dismantled in 1886) and the

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chief town of the *Ardennes*, the only French department completely occupied by the enemy during the War.

Railway Stations. The *Main Station* (Pl. B 2), for Hirson, Metz, Givet, etc., is in Charleville; the *Gare de Signy-Wasigny* (Pl. E 3), for Wasigny, lies S. of Mézières.

Hotels. In Charleville: DU LION-D'ARGENT (Pl a; B 3), Rue Thiers, R. 12–60 fr., L. or D. 15 fr.; NOUVEL-HÔTEL DU NORD, R. 15–60 fr., L. or D. 15 fr.; TERMINUS, R. 12–40 fr., both opposite the station; DU COMMERCE (Pl. b; A 2), Rue de l'Église, R. from 10 fr.; BUFFET-HÔTEL, at the station; etc.—In Mézières: DE L'UNION, Place de la République (Pl. C 2, 3).

Post Offices. Place Carnot (Pl. B 2), Charleville; Rue d'Arches (Pl. D 3), Mézières.

Steamboats for *Laifour*, daily in summer (4 hrs.); for *Givet*, every Tues., returning on Wed.

Autocar tour from Charleville viâ Sedan and Bazeilles to *Bouillon* (p. 140) weekly in summer (25 fr. 25, 'circuit' 60 fr. 25 c.); another tour embraces *Givet*, the *Grottes de Han*, and *Dinant* (70 fr. 25, 'circuit' 110 fr. 50 c.).

History. Mézières, the older town, owed its mediæval growth to successive immigrations of Liégeois. Besieged in 1521 by the Duke of Nassau for Charles V, it was defended successfully by Bayard with a garrison of 1000 against a host of 35,000. In 1815 the fortress held up an army of 20,000 Prussians for 42 days. It was three times invested in 1870, and capitulated after a bombardment in 1871.—Charleville is named after Duke Charles de Gonzaga, who founded it early in the 17th cent. on the site of the older town of *Arches* (Arca Remorum).—Both were occupied by the Germans on Aug. 27th, 1914; and Charleville, which was temporarily the seat of the German High Command in the West, afterwards became the headquarters of the German Crown Prince. Both towns were fired upon by the German artillery on the morning of Armistice Day (Nov. 11th, 1918).

The only noteworthy features of Charleville are the spacious *Place Ducale* (Pl. A 2), the centre of the town, and the *Vieux-Moulin* (Pl. A 2) on the river bank to the N. From the station the Avenue de Mézières leads, viâ the Faubourg d'Arches, to Mézières, which is picturesquely placed on its isthmus, with narrow tortuous streets. The church of *Notre-Dame-d'Espérance* (Pl. D 3) is a large and ornate building of the later Gothic period (1499–1566) with a graceful Renaissance tower, scarred by the successive bombardments of 1815, 1870, and 1914–18. An inscription in the S. transept commemorates the marriage here of Charles IX with Elizabeth of Austria (1570). In an apsidal chapel is a venerated 'Black Virgin,' the object of a yearly pilgrimage. Just N. of the church, in the Square Mialaret, is a statue of Bayard (see above). At the other end of the town is Vauban's *Citadel* (Pl. D 2).

The *Mont Olympus* (671 ft.; Pl. A 2), conspicuous to the N. of Charleville, is laid out in gardens (no adm.).—The church of *Mohon* (Pl. E 1; tramway) has a graceful Renaissance façade of 1611.

FROM MÉZIÈRES TO WASIGNY-LA-NEUVILLE, 26¾ m. (43 km.), light railway in 2–2½ hrs. (13 fr. 90, 9 fr. 50 c.).—13¾ m. *Thin-le-Mortier* has an interesting 13th cent. church.—19¾ m. *Signy-l'Abbaye*, a small clothworking town (1488 inhab.) flanked on the W. by large forests, has some remains (18th cent.) of a Cistercian abbey founded by St. Bernard in 1134.—We descend the valley of the *Vaux*.—26¾ m. (43 km.) *Wasigny-la-Neuville*, see p. 135.

From Mézières-Charleville to *Hirson* and *Lille*, see Rte. 11; to *Laon*, see p. 115; to *Luxembourg* viâ *Sedan*, see Rte. 28.

Beyond Mézières-Charleville the railway descends the right bank of the Meuse, which now enters on its picturesque winding course through the forest of the Ardennes (steam-

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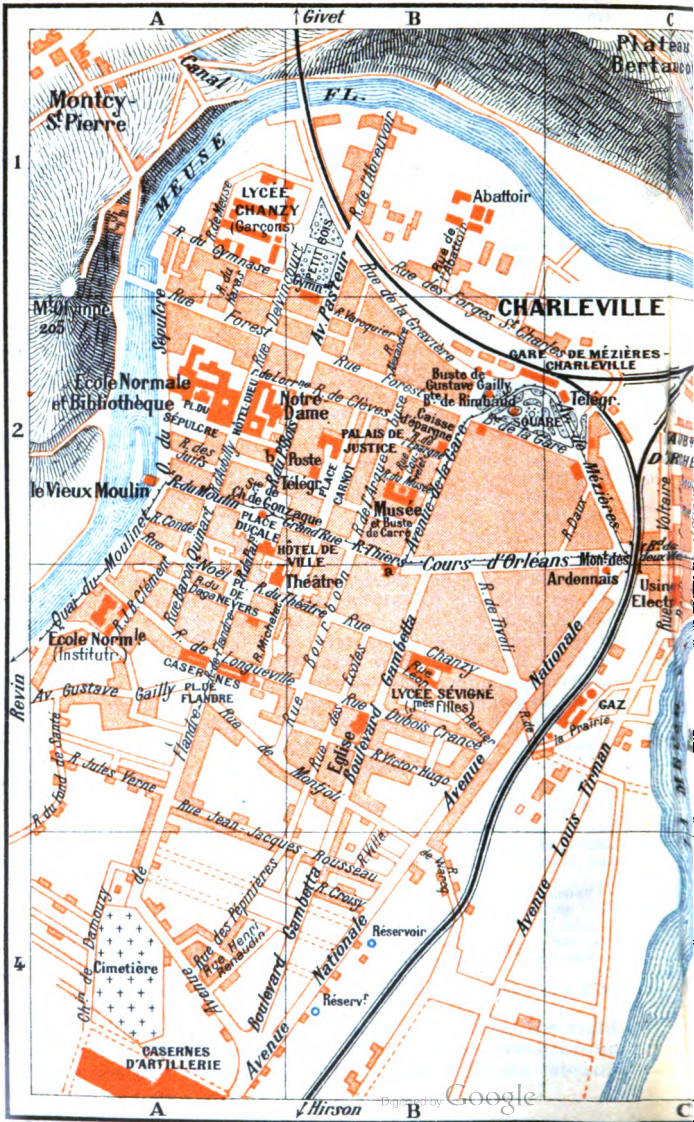

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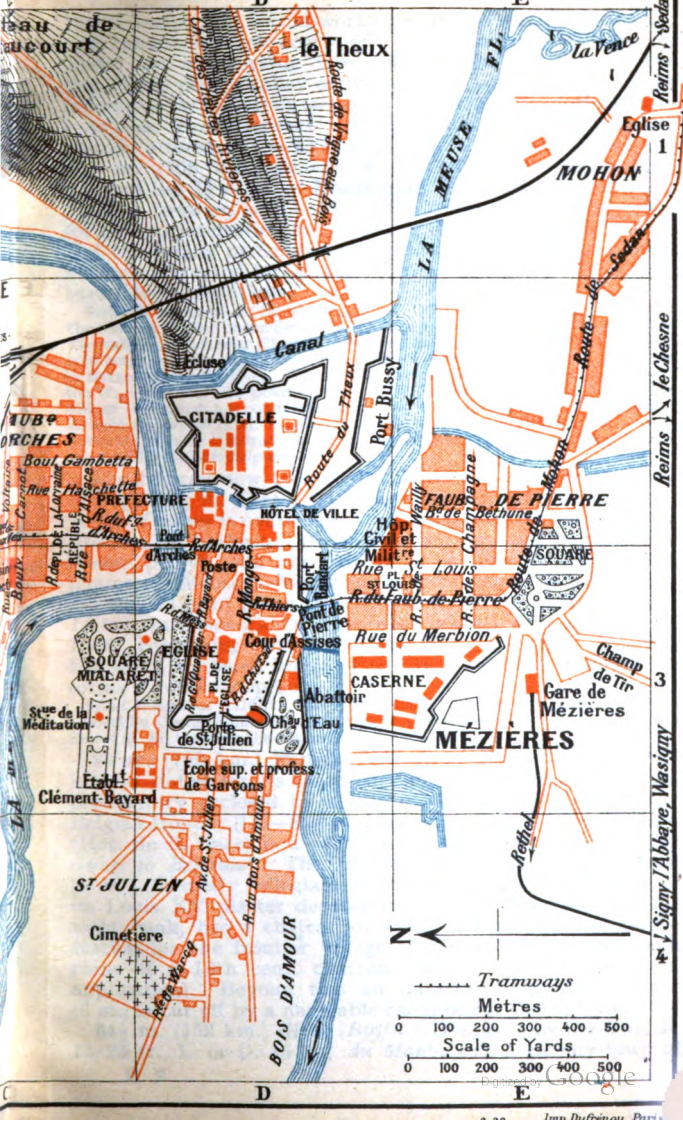

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boats, see p. 136). Iron-works and quarries line the valley, and tunnels are frequent.—59½ m. *Nouzonville* (Hôt. de la Poste), an ironworking town (6848 inhab.), stands at the foot of the pretty valley of the *Goutelle*, traversed by a light railway as far as *Gespunsart*, 5 m. E.—62 m. *Joigny-sur-Meuse*. —64½ m. *Braux-Levrezy*. At *Braux* is an interesting old church, altered in the 13th and again in the 18th century.—65¾ m. (106 km.) *Monthermé-Est* (Hôt. des Quatre-Fils-Aymon) lies 1½ m. S. of **Monthermé** (3334 inhab.; *Hôt. de la Paix*), a town on both banks of the Meuse, the starting-point for several interesting excursions in the valleys of the Meuse and the Semoy or Semois, and often crowded in summer by visitors, attracted by the rock-scenery of this district and its legendary associations.

FROM MONTHERMÉ TO SORENDAL, 12½ m. (20 km.), light railway, ascending the winding *Valley of the Semois, one of the most picturesque in the Ardennes. The valley expands near (3¼ m.) *Tournavaux*, and beyond (6¾ m.) *Thilay* enters a wild gorge, emerging again near (8 m.) *Naux*.—The houses of (10 m.) *Nohan* rise in terraces above the river. The ruins of the *Château de Linchamps* (656 ft.), to the W., offer a fine view-point.—11 m. (18 km.) **Les Hautes-Rivières** (*Inn*), a large village (1034 inhab.), is completely shut in by wooded heights.—12½ m. *Sorendal*. A light railway to (7 m. E.) *Vresse*, crossing the Belgian frontier just beyond Sorendal, is under construction. For the beautiful upper valley of the Semois, see the *Blue Guide to Belgium*.

The railway now crosses the Meuse and threads a tunnel (½ m.).—67¾ m. *Deville* has slate quarries and iron-works.—70½ m. *Laifour* is overlooked by a rocky crescent-shaped ridge (Roches de Laifour, 1318 ft.) on the opposite bank of the Meuse (ferry). On the left bank is another lofty ridge (Dames de Meuse).—We cross the river twice before reaching (75 m., 121 km.) **Revin** (*Hôt. Terminus*, R. 12–25 fr., L. or D. 14 fr.), an ironworking town (6703 inhab.) with a church of 1706, containing good woodcarvings, and the 'Spanish House,' a timbered house of the 16th century. The Meuse forms a double loop here.

Mont Malgrétout (1410 ft.), on the right bank, above the town, gives name to a novel by George Sand.—A motor-omnibus service from Revin to (7½ m. W.) *Rocroi* (p. 45) traverses the romantic *Vallée de Misère*.

80 m. (129 km.) **Fumay** (*Hôt. de la Gare*), a town (4877 inhab.) noted for its large slate-quarries, occupies an oval promontory enclosed by a loop of the river.—We skirt the Belgian frontier (l.).—82½ m. *Haybes*.—88 m. *Vireux-Molhain* (Hôt. de la Gare) is a junction for Charleroi (see the *Blue Guide to Belgium*). The 12–18th cent. church of *Molhain* (N.W.), formerly collegiate, is noteworthy for the richness of its Louis XV plaster decoration. *Vireux-Walerand*, on the right bank, has a château of 1714.—90 m. *Aubrives* is the station for the frontier village of *Hierges*, 1½ m. W., with ruins of a 16th cent. château, burned in 1793 (adm. on application). Beyond this an immense loop of the river (6 m.) is cut off by a navigable canal beside the railway.

94½ m. (152 km.) **Givet** (*Buffet*; *Hôt. du Cheval-Blanc*, R. 12–25 fr., L. or D. 15 fr.; *du Mont-d'Or*), a gloomy town of

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5553 inhab. and an obsolete fortress, lies on both banks of the Meuse at the end of a narrow strip of French territory projecting into Belgium. On a steep rock (700 ft.; view) to the S.W. rises the imposing citadel of *Charlemont*, built by Charles V and completed by Vauban, now used as barracks. It was from Givet that Marryat's Peter Simple and his friend O'Brien made their ingenious escape.

Givet fell to the Germans on Aug. 26th, 1914, when the French defence of the line of the Meuse broke down after a great battle. At the date of the Armistice (Nov. 11th, 1918) it was the westernmost French town still in German occupation.

Near the station is *Grand-Givet*, with the church of *St-Hilaire* (1682), built by Vauban and surmounted by a bizarre slate belfry which excited the raillery of Victor Hugo. The nave and choir contain good 18th cent. woodcarvings. In the neighbouring Place Méhul is a statue of Étienne-Nicolas Méhul (1763–1817), the composer, who was born at No. 5 Rue Méhul. The stone bridge, constructed by order of Napoleon, leads to *Petit-Givet*, on the right bank, with the church of *Notre-Dame* (1729; interesting woodcarvings).

Excursions may be made from Givet to the *Grotte de Nichet* (adm. 2 fr.), 1½ m. S.S.E., viâ *Fromelennes*, where tickets of admission are obtained; and up the valley of the *Houille* to (7½ m.) the attractive village of *Chooz*.

From Givet to *Dinant* and *Namur*, see the *Blue Guide to Belgium*.

28. FROM PARIS TO SEDAN AND LUXEMBOURG

Railway, 234 m. (377 km.) in 7–7½ hrs. (169 fr. 85, 114 fr. 65, 74 fr. 75 c.); to *Sedan*, 162 m. (261 km.) in 3½–4 hrs. (117 fr. 60, 79 fr. 35, 54 fr. 75 c.). This is the shortest and quickest route from Paris to Luxembourg (through-trains thrice daily).—The through expresses from Calais and Dunkirk (see Rtes. 9A and 9B) to Strasbourg and Basle join this route at Mézières-Charleville and branch off at Longuyon for Thionville (see p. 141).

Road, 224 m. (361 km.).—From Paris to (95 m., 153 km.) *Rheims*, see Rte. 25; thence to (136½ m., 220 km.) *Poix-Terron*, see Rte. 27.—152¾ m. (246 km.) **Sedan** (p. 139).—166½ m. (265 km.) *Carignan* (p. 140).—178¾ m. (288 km.) **Montmédy** (p. 140).—194¼ m. (313 km.) *Longuyon* (p. 140).—206 m. (332 km.) *Longwy* (p. 141).—224 m. (361 km.) **Luxembourg** (p. 141).

From Paris to (97 m., 156 km.) *Rheims*, see Rte. 25; and thence to (151¾ m., 244 km.) *Mézières-Charleville*, see Rte. 27. From Mézières-Charleville the train, with the engine at the reverse end, returns to (153 m.) *Mohon* (p. 135), where it diverges to the left from the Rheims line, to ascend the valley of the Meuse.—155¼ m. *Nouvion-sur-Meuse*. At *Élan*, 3 m. S., are an interesting church and the ruins of a Cistercian abbey (founded in 1148) the first abbot of which was St. Roger.—157 m. *Vrigne-Meuse*.—160 m. *Donchery*, a village with a good 12–18th cent. church and remains of ancient walls, was the Prussian headquarters during the battle of Sedan in 1870. Here Von Moltke and the French Gen. Wimpffen met on Sept. 1st, but failed to come to terms. Napoleon III's interview with the King of Prussia took place next day at the *Château de Bellevue*, on the right of the railway after it crosses the river, and here the capitulation of Sedan was signed.

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—We pass on the left the hilly promontory of *Iges*, where the French army was detained for three days after the surrender. On Aug. 27th, 1914, the Germans forced a crossing in this region; and on Nov. 7th, 1918, the left bank of the river was gained by the vanguard of the 1st American Army.

162 m. (261 km.) **SEDAN** (*Buffet*), the scene of the French disaster of Sept. 1870, and of the Allied triumph of Nov. 1918, is a garrison and clothworking town (18,235 inhab.) and a dismantled fortress, situated at the foot of wooded hills that rise above the right bank of the Meuse.

Railway Stations. The *Main Station* is on the left bank, in the suburb of Torcy, and just N. of it is the *Gare de Bouillon*, for the light railway (see below).

Hotels. DE LA CROIX-D'OR, Place Turenne, R. from 12 fr.; DE STRASBOURG, Place Goulden, R. 15–30 fr., L. or D. 14 fr.; DE L'UNIVERS, 2 Place de la Gare, R. from 12 fr., L. or D. 15 fr.; DE LA GARE; DE FRANCE; BUFFET-HÔTEL.

Post Office, Place Turenne.

Tramways run to *Torcy*, *Givonne*, *Bazeilles*, etc. (battlefields of 1870 and 1918, see below).

History. Sedan was long the capital of a principality belonging to the dukes of Bouillon, and in the 16–17th cent. its cloth trade became prosperous, many of the spinners being Huguenots. In 1642 it was forfeited to Louis XIII as the penalty for the conspiracy against Richelieu of the reigning duke, an elder brother of Marshal Turenne (1611–75), who was born here.—On Sept. 1st, *1870*, an entire French army of c. 87,000 men under Marshal MacMahon (who was accompanied by Napoleon III) was here surrounded by the Prussians, and next day, in spite of many heroic attempts to break the encircling cordon, it was compelled to surrender.

On Nov. 7th, 1918, in the closing stages of the battle of the Meuse and the Argonne (p. 145), the 1st U.S. Army gained the left bank of the Meuse and the suburb of Torcy; but the main part of the town and the citadel were held by the Germans until the Armistice four days later.

The station is at the S. end of *Torcy*. The Avenue de la Gare is continued beyond the bridge over the Meuse by the Avenue Philippoteaux to the *Place d'Alsace-Lorraine*, in which is a monument to the defenders of Sedan. The 'Fondation Crussy,' on the N. side of the square, contains a small musée. In the Place d'Armes, a little N.E., is the church of *St-Charles* (17th cent.). The *Citadel*, on the hill to the E., from which Napoleon III watched the battle of Sept. 1st, 1870, incorporates some fragments of a 15th cent. castle. In the *Place Turenne*, reached from the Place d'Armes viâ the Rue Gambetta, is a bronze statue of Turenne by *Gois* (1823).

About 2½ m. S.E. by tramway (railway, see below) is **Bazeilles** (1080 inhab.), notable for the fighting of Sept. 1st, 1870, when it was on the extreme right of the French position. The first house as we enter the village is the cabaret 'À la Dernière Cartouche,' which was heroically defended to the last extremity by the marines under Des Pallières against the Bavarians, an episode that forms the subject of De Neuville's famous painting 'Les Dernières Cartouches.' The inn contains a museum of battlefield relics. In the cemetery a pyramid surmounts a crypt in which the bones of 3000 French and Prussian soldiers are interred, and in the Place stands a monument. Turenne spent part of his youth in the former château.

The King of Prussia surveyed the battle from the heights of *Frénois*, 2 m. S.W. of Sedan. At *Floing*, 2 m. N.N.W., is a monument to the French cavalry, the 'braves gens' whose heroic but fruitless charges compelled his admiration.

FROM SEDAN TO BOUILLON, 17½ m. (28 km.), light railway in 1¾ hr.—3 m. ***Balan-Bazeilles*** (see above).—5½ m. *Givonne*.—At (7½ m.) *Illy-Olly* (French

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customs) we begin the winding ascent of a wild and wooded gorge (best views on the right).—13 m. (21 km.) *Corbion* (Belgian customs), and thence to (17½ m., 28 km.) *Bouillon* (Valley of the Semois), see the *Blue Guide to Belgium*.

Beyond (164½ m.) *Pont-Maugis* the railway crosses the Meuse to (165¾ m.) *Bazeilles* (see p. 139) and then follows the right bank of the *Chiers*.—168¼ *Douzy*. On the left are the forests of the Belgian frontier, and on the right, in the distance, are the Heights of the Meuse (p. 147).—175½ m. (283 km.) *Carignan* (Hôt. du Grand-Cerf; de la Gare), originally called *Yvois*, but renamed in 1661 when Louis XIV made it a duchy for a son of the Prince of Carignan, is a small town (2095 inhab.) with a 15th cent. church and picturesque 17–18th cent. Halles.

A branch line runs N. to (3 m.) *Osnes-Pure* and (4½ m.) *Messempré*, in an industrial valley.

192½ m. (310 km.) **Montmédy** (*Hôt. de la Gare*, R. 8–15 fr., L. or D. 15 fr.), on a bold isolated spur flanked by the valleys of the Chiers and the Thonne, is a fortress (1737 inhab.) consisting of a lower town and an enclosed citadel (*Mons Medius*). There is a good view from the ramparts.

Formerly the seat of a countship, Montmédy was captured for Louis XIV by Turenne in 1656, and fortified by Vauban. It fell to the Prussians in 1870 after a two days' bombardment, and the forts were powerless in 1914 against the new German howitzers. The railway here (the main lateral communication of the German front) was brought under American fire on Nov. 4th, 1918, and the American vanguard was engaged S.W. of the town at the hour of the Armistice (11 a.m., Nov. 11th, 1918). Thus the last shots of the Great War were fired in this neighbourhood.

The remarkable Gothic *Church* of **Avioth**, 4½ m. N.N.E., dedicated to 'Notre-Dame, Reine de Luxembourg,' was begun before 1328, and completed about a century later, with two towers and two finely sculptured portals, recalling those of Rheims cathedral. In the ambulatory recesses take the place of chapels. The high altar and the glass in four of the windows date from the 14th cent. and there are various interesting sculptures. The °*Recevresse*, an elegant little hexagonal chapel of the 15th cent., with an open-work spire, opposite the S. portal, is unique in France. Probably originally built for the celebration of mass during crowded pilgrimages, it owes its present name to having been used at one time to receive the offerings of pilgrims.

A branch line runs N.E. from Montmédy to (10½ m., 17 km.) *Virton* and (25½ m., 41 km.) *Marbehan*; see the *Blue Guide to Belgium*.—Light railway to *Verdun*, see p. 152.

Beyond Montmédy the Chiers forms the Franco-Belgian frontier for a short distance, and its valley becomes picturesque.—197 m. *Velosnes-Torgny*. *Torgny* is on the Belgian bank, ½ m. W. of the station.

205½ m. (331 km.) **Longuyon** (*Buffet-Hôtel*; *Hôt. de Lorraine*; *Lutétia*), pleasantly situated at the confluence of the Chiers and the *Crusne*, is a factory town (5139 inhab.) and an important railway junction. The church of *Ste-Agathe* is partly of the 13th century.

From Longuyon to Pagny-sur-Moselle (Metz and Nancy), 48½ m. (78 km.), railway in 1½–2½ hrs. (35 fr. 15, 23 fr. 70, 15 fr. 45 c.). We ascend the valley of the Crusne, and afterwards that of the *Othain*.—16¾ m. *Baroncourt*, junction for Audun-le-Roman (p. 141). On the right are the Woëvre and (in the distance) the Heights of the Meuse.—28½ m. *Conflans-Jarny*, junction for Verdun and Metz, see p. 147.—34 m. (55 km.) **Mars-la-Tour** (*Hôt. Central*). The fine *Monument* (by Bogino, 1875) and the collections in the *Military Museum* recall the fierce

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battles of Aug. 16–18th, 1870, especially memorable for the furious charges of the French cavalry. To the E. stretches the field of Gravelotte (p. 148). —We now approach the base of the 'St-Mihiel salient' of 1914–18 (comp. p. 159). —38 m. *Chambley* is 3 m. E. of the Lachaussée Lake (p. 157).—43½ m. *Onville*, junction for Thiaucourt (p. 157), is charmingly situated in the narrow valley of the Rupt de Mad, with its woods and crags. We descend the valley, and enter that of the Moselle at (46½ m.) *Arnaville*.—48¼ m. (78 km.) *Pagny-sur-Moselle*, see p. 158; and thence to *Metz* and to *Nancy*, see pp. 158, 162.

FROM LONGUYON TO THIONVILLE, 27½ m. (44 km.), railway in 1–1½ hr. (19 fr. 80, 13 fr. 40, 8 fr. 70 c.). We ascend the valley of the Crusne.—5¼ m. *Pierrepont*.—15½ m. (25 km.) *Audun-le-Roman* (Hôt. de l'Est), the old frontier-station, with the French custom-house, is connected by branch-line with (13½ m., 22 km. W.) *Baroncourt* (p. 140).—17½ m. *Fontoy* (Germ. *Fentsch*), junction for (13 m., 21 km. N.) *Audun-le-Tiche* (p. 211).—22½ m. *Hayange* (Germ. *Hayingen*) is a mining centre (11,736 inhab.).—27½ m. (44 km.) *Thionville*, see p. 210; and thence to *Metz*, see p. 211.

The trains for Luxembourg quit the station of Longuyon with the engine reversed, and ascend the winding, pleasant valley of the Chiers.—211¾ m. *Cons-la-Grandville* has a Renaissance château remodelled in the 18th cent. (adm. on application), and a village cross of 1591.

215½ m. (347 km.) **Longwy** (*Grand-Hôtel des Recollets*; *du Commerce*, R. 14–18 fr., L. or D. 13 fr.), on the Chiers, is a fortress (12,101 inhab.) consisting of an industrial lower town and a walled upper town nearly 400 ft. above the valley. The church of *St-Dagobert*, several times bombarded, dates from 1683–90. The *Source des Recollets* is used for arthritis.

Longwy was ceded to Louis XIV by the treaty of Nimwegen (1678), and afterwards fortified by Vauban, who made it in Louis's words 'the iron gate of France.' It fell to the Prussians in 1792, but was recovered after the cannonade of Valmy. In 1815 and 1870 it was again captured by the Prussians. Although weakly garrisoned, it held out for some days in Aug. 1914, but capitulated on Aug. 28th to the German Crown Prince, who was afterwards styled 'the victor of Longwy.'

A branch-railway runs E.S.E. from Longwy to (11 m., 18 km.) *Villerupt-Micheville* (see p. 147), in an important ironfield.

The last French station is (216½ m., 349 km.) *Mont-St-Martin* (French customs), a steelworking town (5146 inhab.) on the slopes and the summit of a lofty hill (994 ft.). The Romanesque church, of Germanic character, has a good 12th cent. rose-window and some interesting low reliefs.—The railway crosses the frontier near the meeting-point of Belgium, Luxembourg, and Lorraine. In this iron-mining region the exploiting companies, who obtained concessions in proportion to the mileage of permanent way laid down, have created fantastically curved railways.—219¾ m. *Rodange* (Luxembourg customs; Buffet).—221 m. *Pétange* is a prosperous iron-mining town.

234 m. (377 km.) **Luxembourg** (55,000 inhab.; *Hôt. Brasseur*; *Staar*; *Clesse*; etc.), the capital of the Grand-Duchy, is a junction for several international routes. For further details, see the *Blue Guide to Belgium*.

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29. FROM PARIS TO METZ VIÂ VERDUN

RAILWAY, 218 m. (351 km.) in 6½–8¼ hrs. (158 fr. 15, 106 fr. 75, 69 fr. 60 c.); to *Châlons-sur-Marne*, 107½ m. (173 km.) in 2–3¼ hrs. (77 fr. 95, 52 fr. 60, 34 fr. 30 c.); to *Ste-Menehould*, 146 m. (235 km.) in 3½–5½ hrs. (105 fr. 85, 71 fr. 45, 46 fr. 60 c.); to *Verdun*, 174 m. (280 km.) in 4¼–6½ hrs. (126 fr. 15, 85 fr. 15, 55 fr. 50 c.). Trains start from the Gare de l'Est and traverse the Marne, Château-Thierry, Argonne, and Verdun battlefields. Carriages are sometimes changed at Châlons. This is the shorter of the two main routes from Paris to Metz; but that viâ Toul (Rte. 31) is faster.

ROAD, 192½ m. (310 km.).—From Paris to (26¼ m., 43 km.) **Meaux**, see p. 123. —59 m. (95 km.) *Montmirail* (p. 125).—80¾ m. (130 km.) *Bergères*.—98 m. (158 km.) **Châlons** (see below).—124 m. (200 km.) *Ste-Menehould* (p. 144).—133½ m. (215 km.) *Clermont-en-Argonne* (p. 145).—151½ m. (244 km.) **Verdun** (Rte. 30).—176¾ m. (285 km.) *Mars-la-Tour* (p. 140).—192½ m. (310 km.) **Metz** (Rte. 44).

From Paris to (88¼ m., 142 km.) *Épernay*, see Rte. 25B. Beyond Épernay we continue to ascend the left bank of the Marne. To the N. are seen the broad outlines of the Montagne de Reims with its vineyards, while the valley of the Marne, planted with poplars, here forms only a slight depression in the broad plain of Champagne.—At (92 m.) *Oiry* the branch-line to Romilly (see p. 126) diverges on the right. Beyond (98¾ m.) *Jâlons-les-Vignes* we cross the *Soude*. At the *Château d'Écury*, in the marshes 3 m. S., is an extensive heronry.

107½ m. (173 km.) **CHÂLONS-SUR-MARNE** (31,376 inhab.), on the right bank of the river, is the chief town of the department of the *Marne*, an important military headquarters (' the Aldershot of France '), and a centre of the wine trade. It has several interesting churches and a considerable technical college.

Hotels. *DE LA HAUTE-MÈRE-DIEU (Pl. a; C 3), 26 Place de la République, R. 15–150 fr., L. or D. 22 fr.; DU RENARD (Pl. b; C 3), 24 Place de la République; D'ANGLETERRE (Pl. d; C 3), 1 Rue de la Gravière, R. 12–35 fr., L. or D. 12 fr.; DE LA CLOCHE-D'OR (Pl. e; C 2), 2 Rue St-Jacques, R. 8–30 fr., L. or D. 10 fr.; DE L'EUROPE (Pl. f; C 1), 8 Faubourg St-Jacques.

Restaurant. *Du Pot-d'Etain*, Place de la République.—Cafés. *De la Bourse, du Centre*, Place de la République.

Post Office (Pl. B 3), Rue du Cloître.

History. Châlons, once the chief town of the *Catalauni*, became an episcopal see in the 3rd cent., and under its bishops, who from the 12th cent. onwards ranked among the twelve peers of France, the town enjoyed a long period of prosperity.—The woollen cloth made here is referred to by Chaucer as ' chalouns ' and by Swift as ' shalloons.' In 1147 St. Bernard preached the Crusade here in the presence of Pope Eugenius VI and Louis VII. Châlons was repeatedly attacked by the English in the 15th century. Occupied by the Germans in Aug. 1914, it was retaken by Foch on Sept. 11th (comp. p. 121), and it is declared by Ludendorff to have been the principal objective of the fruitless German attack of July 15th, 1918.

In 451, at the *Battle of Châlons*, fought on the Catalaunian Fields, the plain between Châlons and Troyes (and perhaps nearer the latter town), Attila and his Huns were decisively defeated by the Romans aided by the Franks and Visigoths.

The town is reached from the station (Pl. A 3) by a bridge of three arches (1771) over the Marne, and another over the Marne canal. The Rue de Marne, the main street, passes

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the *Place St-Étienne* (r.), in which stands the **Cathedral** (*St-Étienne*; Pl. B 3), a striking building, mainly of the 13th cent., with a rather incongruous classical W. front (1628) and an admirable N. transept (c. 1280). The Romanesque N. tower is a relic of an earlier (12th cent.) church. The nave, with an open triforium, contains several paintings, and in the N. aisle is a sleeping figure of Christ doubtfully attributed to Ligier Richier. The fine stained glass is noteworthy, and the pavement of the N. transept is mainly composed of monumental slabs. To the S. of the building is the park known as *Le Jard* (Pl. B 3, 4).

In the Rue des Lombards, another turning on the right of the Rue de Marne, is the church of **St-Alpin** (Pl. C 3), a venerable building (1136) which has preserved its main portal and most of its nave in their original form. The choir and the tower are of the 15th cent., and the S. transept and the side portals of the Renaissance. The stained-glass windows in the S. aisle are of the 16th cent., and a panel (Descent from the Cross) is dated 1451. The Rue de Marne ends in the PLACE DE L'HÔTEL-DE-VILLE (Pl. B, C 3), where the handsome *Hôtel de Ville* (1771) is adjoined by the **Musée** (entrance in the Rue d'Orfeuil; open free on Suns. and Thurs., 12–4, other days 1 fr.), with a small picture-gallery.

GROUND FLOOR: Sculptures and casts.—FIRST FLOOR: Paintings by *Brueghel the Elder, Holbein* (?), *Frans Hals, Daubigny, Regamey*, etc.—Archæological and natural history collections.—Works of art removed from churches, mainly in Champagne, which were destroyed in 1914–18.—Weapons of the Great War. In the courtyard is a Renaissance portal from the church of St-Loup.

Behind the Hôtel de Ville rise the conspicuous spires of **Notre-Dame-en-Vaux** (Pl. C 2), the most noteworthy church of Châlons, formerly collegiate, rebuilt in the 12th cent. and well restored. The façade belongs to the original building, and the *S. Portal (mutilated) is likewise of the 12th cent., with a porch of 1469. Of the four towers, that nearest the bridge (on the right of the façade) retains its 13–14th cent. leaden spire; the companion is modern. In the aisles are good 16th cent. stained-glass windows, and the pillar-capitals are deserving of study.

The Rue St-Jacques and Rue de l'Arquebuse (r.) lead to the church of *St-Loup* (Pl. D 2), an early 15th cent. building with a modern Gothic front, containing several good panel paintings and a contemporary triptych (Adoration of the Magi) of the Flemish school. Thence the Rue St-Loup, Rue du Châtelet, and Rue du Général-Compère lead to (½ m.) the church of *St-Jean-Baptiste* (Pl. D 3), which has a Romanesque nave roofed in wood, an elaborate baptistery of c. 1500, and an exterior sundial inscribed 'Craignez celle qui suit' (perhaps the shadow of death). Hence we may return directly to the town and the station by tramway. An alternative route is to follow the Allées St-Jean, S.W. of the church, leading to the unfinished *Porte Ste-Croix* (Pl. C, D 4), erected in 1770 for

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the passage of Marie Antoinette through Châlons. The *Préfecture* (Pl. C 3, 4), a short distance N.W. in the Rue Carnot, was the lodging of Louis XVI and his family on their ignominious return from Varennes in 1791 (comp. p. 147).

Châlons is the centre of a network of important roads, some of which are Roman. The immediate environs are bleak, except in the pastoral Marne valley. —About 5 m. E.N.E. by the Ste-Menehould road is **L'Épine**, or *Notre-Dame-de-l'Épine*, a small town on the Vesle (burned in 1914), with a beautiful Gothic *Church of 1410–1600, surmounted by two elegant openwork spires of unequal height. The transepts of this cathedral in miniature, in which the influence of Rheims is everywhere strongly marked, are flanked by polygonal turrets, and the apse is formed of five radiating chapels (c. 1520). The triple portal of the façade is richly sculptured, and the gargoyles are spirited in their humour. Beneath the arcading on the right of the rood-loft is the miraculous statue of the Virgin (said to have been found in a thorn-bush), for which the church was built.—About 1½ m. farther on by the same road is *Courtisols*, a straggling place with three churches, two of which, St-Memmie and St-Martin, include Romanesque elements, while the latter is noteworthy for its nave-capitals sculptured c. 1520 by Guichard Antoine, architect of Notre-Dame-de-l'Épine.

The *Camp de Châlons* (p. 79), 9 m. N., is about midway between the town and the battlefield of Champagne.

From Châlons a line ascends the valley of the *Coole* to (18 m., 29 km.) *Sommesous* (p. 176); thence to *Troyes*, see p. 176.

From Châlons to *Rheims* and *Amiens*, see Rte. 17; to *Chaumont*, see Rte. 37; light railway to *Rheims* viâ Ambonnay, see p. 133.

Beyond Châlons the express line to Metz viâ Toul (Rte. 31) goes on up the valley of the Marne; but trains for Verdun, after returning for a short distance along the Paris railway, diverge to the right and cross the canalized river. We ascend the slopes of the *Champagne Pouilleuse* (p. 118), a chalk plateau, dotted with occasional farms and intersected by sparsely populated valleys.

This was the region of repeated offensives; notably the French attacks of Sept. 1915 and April 1917, the German 'Friedensturm' of July 1918, and the final Allied advance of Oct. 1918.—See also pp. 118, 134.

At (118 m.) *St-Hilaire-au-Temple*, on the *Vesle*, the railway to Rheims (p. 79) diverges to the left.—121¾ m. *Cuperly* stands on the S. outskirts of the entrenched Camp de Châlons (p. 79).

Near *La Cheppe*, 3 m. E., is the so-called **Attila's Camp** (60 acres) an entrenchment of oval shape, believed to be a Roman camp or perhaps a Gallic oppidum.

At (128 m.) *Suippes*, on the Suippe, we approach the battle-front of 1914–18.—134¼ m. *Somme-Tourbe*.—136¾ m. *Somme-Bionne* ('somme' = source).—At (139¾ m.) *Valmy* two monuments commemorate the victory in 1792 of Kellermann over the Prussians under the Duke of Brunswick, the first notable success of the Revolutionary army. It was during this 'cannonade of Valmy' ("wherein the French sansculottes did not fly like poultry") that Goethe, then in the Prussian camp, entered the firing-line to test the excitement of cannon-fever.

146 m. (235 km.) **Ste-Menehould** (*Hôt. de Metz*, R. 12–35 fr., L. or D. 12 fr.; *St-Nicolas*), a town of 3869 inhab., is picturesquely situated at the confluence of the *Auve* with the *Aisne*, which here marks the W. boundary of the Argonne forest. It is a headquarters for visiting the battlefield of the

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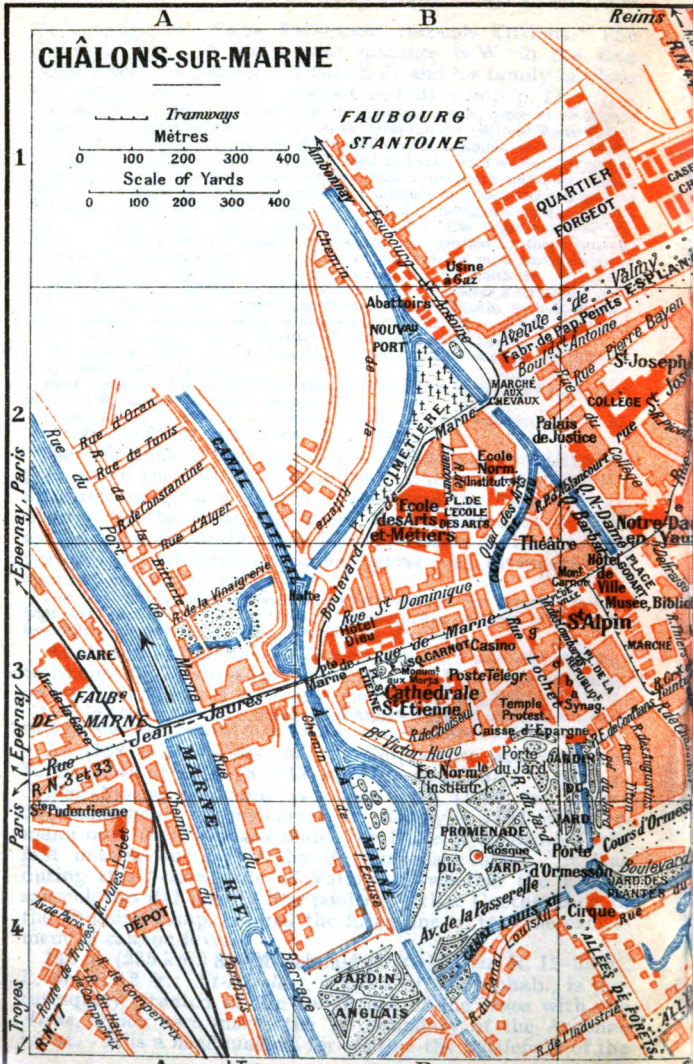
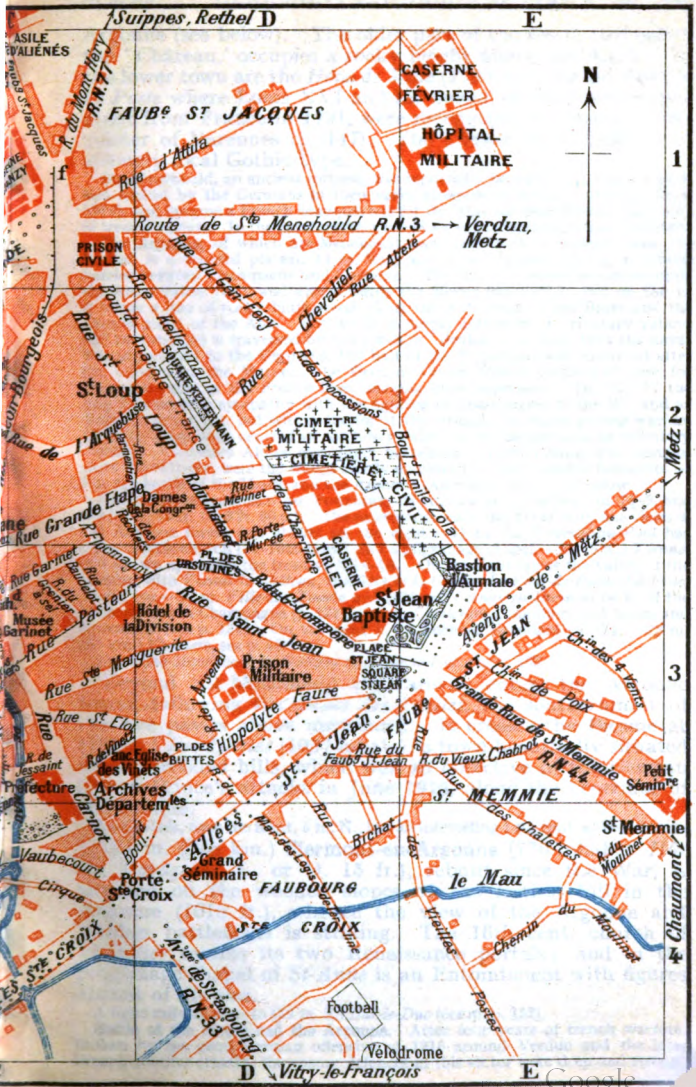

CHÂLONS-SUR-MARNE
Tramways
Mètres
0 100 200 300 400
Scale of Yards
0 100 200 300 400
A
B
Reims
Épernay, Paris
Épernay
Paris
Troyes
FAUBOURG ST ANTOINE
QUARTIER FORGEOT
Usine à Gaz
Abattoirs
NOUVEAU PORT
MARCHÉ AUX CHEVAUX
Palais de Justice
COLLÈGE
Ecole Normale d'Institutrices
Ecole des Arts et Métiers
PL. DE L'ECOLE DES ARTS
Théâtre
Hôtel de Ville
Musée
St Alpin
MARCHÉ
Hôtel Dieu
Casino
Poste Télégr.
Cathédrale St Etienne
Temple Protest.
Caisse d'Epargne
Ec. Normale du Jard. (Institutrices)
PROMENADE DU JARD. D'ORMESSON
Kiosque
Cirque
Cours d'Ormesson
Boulevard des Allées
JARDIN ANGLAIS
GARE
FAUBG DE MARNE
Rue Jean Jaurès
Rue de Marne
Boulevard Jean Jaurès
Rue du Port
Rue d'Orgon
Rue de Tunis
Rue de Constantine
Rue d'Alger
Rue de la Vinaigrerie
Rue St Dominique
Rue Victor Hugo
Rue de Chastel
Rue de la Marne
Rue de la Marne au Canal
Rue de la Marne à la Chaussée
Rue de la Marne à l'Eclise
Rue du Jard.
Rue de l'Industrie
Rue de la Passerelle
Rue de la Cavalerie
Rue du Cap. Louis Faure
Rue du Cap. Louis Sarrail
Rue Pierre Bayen
Rue du Collège
Rue des Arts
Rue de la Fraternité
Rue de la Comperrière
Rue du Haut Comperrière
Route de Troyes
Rue des Tuiles Froides
Chemin de la Marne au Canal
Chemin de la Marne à l'Eclise
Chemin de Pargnan
Chemin de Parmanlieu
Avenue de la Gare
Avenue de Paris
Boulevard Anatole France
Boulevard Pierre Bayen
Boulevard Jean Jaurès
Boulevard Victor Hugo
CANAL LATERAL A LA MARNE
RIV. MARNE
Barrage
Ste Pudentienne
DÉPOT
R.N. 3 et 33
R.N. 44
Valmy
ESPLANADE
Notre Dame en Vaux
Porte d'Ormesson
Porte du Jard.
Porte St Antoine
Porte de Marne
Porte de la Marne
Porte de Jaurès
Porte de Chastel
Porte de Pargnan
Porte de Parmanlieu
Porte de la Marne au Canal
Porte de la Marne à la Chaussée
Porte de la Marne à l'Eclise
Porte de la Fraternité
Porte de la Comperrière
Porte de la Haute Comperrière
Porte de la Cavalerie
Porte de la Passerelle
Porte de la Cavalerie


Suippes, Rethel
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Metz
Chaumont
Vitry-le-François
ASILE D'ALIÉNÉS
R.N.77
FAUBG ST JACQUES
CASERNE FÉVRIER
HÔPITAL MILITAIRE
Route de Ste Menehould R.N.3 → Verdun, Metz
PRISON CIVILE
Rue d'Attila
Rue du Capt Fery
Chevalier
Rue Arrêté
Rue Kellermann
Rue des Processions
Bd Emile Zola
St Loup
CIMETIÈRE MILITAIRE
CIMETIÈRE CIVIL
Rue de l'Asyndhose
Rue Grande Etape
Dames de la Longère
Rue Mellinet
Rue de la Charrière
Rue Porte Mucée
CASERNE TIRLET
Bastion d'Aumale
Rue Pasteur
Hôtel de la Division
Musée Garnet
Rue Ste Marguerite
St Jean Baptiste
PLACE ST JEAN
SQUARE ST JEAN
Prison Militaire
Rue St Jean
Rue Faure
Hippolyte
Rue St Eloi
Rue de Jessaint
Préfecture
Archives Départemtes
Rue Chanzy
Rue Charmot
Vaubecourt
Cirque
Porte Ste Croix
Grand Séminaire
Allées
Bd
FAUBOURG Ste CROIX
Av. de Strasbourg R.N.3
Rue Richat
Rue des Trottes
Le Mau
Chemin du Moulinet
Rue des Chalettes
St Memmie
Petit Séminre
Rue du Faubg St Jean
R. du Vieux Chatrot
Grande Rue de St Memmie R.N.44
Football
Vélodrome
Imp. Duffrenoy

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Argonne (see below). The older part of the town, still called the 'Château,' occupies a rocky height above the Aisne. In the lower town are the *Hôtel de Ville* (1730) and the old *Maison de Poste* where Louis XVI and his queen, on their attempted flight from France in 1791, were recognized by Drouet, postmaster of Varennes (p. 147). The *Church* (1280–1350) is of strongly local Gothic type.

Ste-Menehould, an ancient fortress, was repeatedly besieged. It was occupied and sacked by the Germans in their early attempts to encircle Verdun (Sept. 1914), and became a French headquarters for the Argonne front during four years of trench warfare. In the great military cemetery is a monument to the defenders.

The **Argonne**, of which Ste-Menehould was considered in ancient times the capital, is a wooded plateau 44 m. long and 10 m. broad, forming a natural barrier between Champagne and Lorraine. The Argonne slopes gently towards the Aisne valley (W.), and also towards the Meuse basin (N.); but on the E. it forms a line of rocky bluffs overlooking the wide plain of the Barre and the narrow gorge of the Aire. The whole is deeply furrowed by tributary valleys and ravines, and is traversed by five roads or 'defiles.' In Aug. 1914 the forest was abandoned to the Germans, but half of the S. portion was recovered after the victory of the Marne. The German Crown Prince hammered here for sixteen months at the French lines, making little impression. In 1915–17 the line fluctuated in sympathy with the fighting in Champagne, to the W., and at Verdun, to the E.; but within the forest the struggle, in which mining warfare played a large part, centred in the lower valley of the Biesme and its tributary streams. Chasseurs Alpins and Jäger battalions, on the French and German sides respectively, were the troops chiefly employed in these wooded fastnesses.—For the battle of the Meuse and the Argonne (American front), see below.

FROM STE-MENEHOULD TO VOUZIERS, 28 m. (45 km.), railway in 1½–2 hrs. (20 fr. 25, 13 fr. 70, 8 fr. 90 c.). The railway descends the *Aisne*, with fine views of the Argonne forest (see above) on the right.—4½ m. *La Neuville-au-Pont* has a fine Gothic church (14–16th cent.) and a pilgrimage chapel.—At (8 m.) *Vienne-la-Ville* we approach the front of 1914–18. On the right opens the valley of the Biesme, with *Vienne-le-Château*, the *Bois de la Grurie*, *Le Four-de-Paris*, *La Fille-Morte*, etc.—11 m. *Ville-sur-Tourbe* and (13½ m.) *Cernay-en-Dormois* lie E. of the French front in Champagne (p. 134).—20 m. *Challerange*, junction for Rheims and Apremont (see p. 134). On the right is the defile of Grandpré (p. 134).—28 m. (45 km.) *Vouziers*, see p. 135.

From Ste-Menehould to *Revigny* and *Bar-le-Duc*, see p. 153.

Beyond Ste-Menehould the railway enters the Argonne forest, following the *Défilé des Islettes*, the southernmost of the five passes above mentioned. It crosses the Biesme at (151 m.) *Les Islettes* (1037 inhab.), a town beautifully situated among wooded hills, which was an objective of the German Crown Prince's attacks in June 1915, along the 'corridor of the Biesme.'

La Chalade, near the front, 5 m. N., has an interesting 14th cent. abbey church.

154 m. (248 km.) **Clermont-en-Argonne** (776 inhab.; *Hôt. des Voyageurs*, L. or D. 15 fr.), rebuilt since the War, is situated on the wooded slopes of the loftiest hill in the Argonne (1010 ft.), whence the view of the Argonne and Verdun battlefields is striking. The 16th cent. church of *St-Didier* retains its two Renaissance portals; and in the pilgrimage-chapel of *St-Anne* is an Entombment with figures almost of life-size.

A light railway runs to (32 m. S.) *Bar-le-Duc* (comp. p. 152).

Battle of the Meuse and the Argonne. After four years of trench warfare, broken by the great German offensive of 1916 around Verdun and the later French counter-attacks, the enemy defences in this sector were deep and strong,

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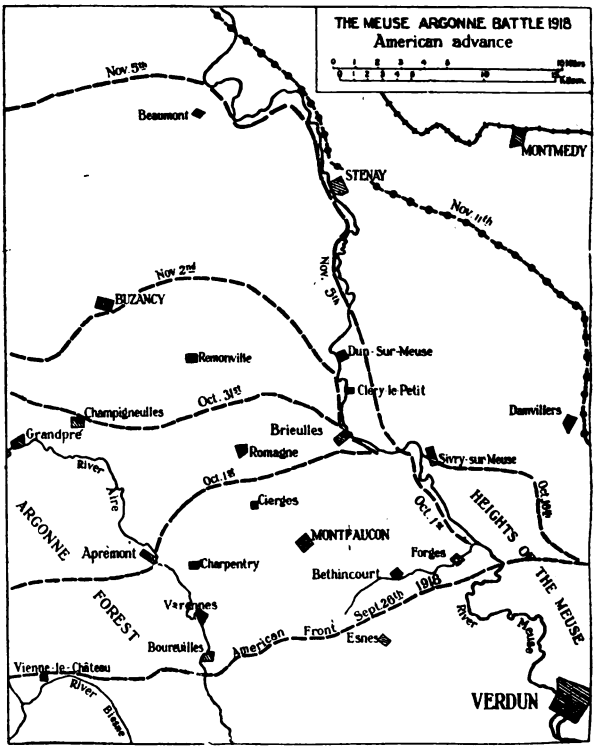
with a broad 'crater area.' On Sept. 26th, 1918, a surprise attack was delivered by the U.S. Army between the Meuse and the W. edge of the Argonne forest (see p. 145), this front being protected on the right by the river, and on the left by the simultaneous advance of Gouraud's 4th French Army in E. Champagne. The initial American objective was the group of hills surrounding Montfaucon (p. 161) and dominating the left bank of the Meuse; but the



larger strategic aim was to cut the vital Metz–Mézières railway (Rte. 28), 30 m. beyond the front. The former was gained within a few hours, with 8000 prisoners; the latter was reached after many weeks of desperate fighting in the difficult wooded country W. of the Meuse. Early in October the 2nd U.S. Army was constituted E. of the Meuse, and advanced in the Woëvre (p. 147), while the 1st Army continued to attack between the Woëvre and the Argonne forest. The German resistance weakened at the close of October, and on Nov. 1st the 1st Army began a forward movement which soon brought the Metz–Mézières railway under long-range fire. The left bank of the Meuse opposite Sedan [illegible] was reached on Nov. 7th, while the important crossing at Stenay.

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(p. 161), was secured on Nov. 11th, just before the Armistice. Twenty-two American divisions, numbering 630,000 men, were engaged in this victorious battle; their casualties totalled 119,000. Nearly 20,000 prisoners were captured, with 847 guns.

The American battlefield lies N. of Clermont, on both sides of the main road to Grandpré.—*Boureuilles*, 7 m. N., on the battle-front of 1914–18, was destroyed. To the E. lies *Vauquois*, with its famous ridge, scarred by mine-craters.—**Varennes** (*Hôt. du Grand Monarque*, R. 12–20 fr., L. or D. 15 fr.), 8¾ m. N., is the little town (1020 inhab.) where, on June 21st, 1791, in the Rue de l'Hôtel-de-Ville, Louis XVI and the royal family were arrested on their flight from the Tuileries. It stood 2 m. behind the German front, and fell to the Americans on Sept. 26th, 1918. To the N.E. is Montfaucon (p. 161), and to the N. is Apremont (p. 134).

Beyond Clermont the railway runs N. to (157¾ m.) *Aubréville*, the nearest station to the front of 1914–18 (4 m. N.) and to Varennes (5¾ m. N.; see above). There is a good retrospect of the Argonne.—162¾ m. *Dombasle-en-Argonne*.

To the N. is the great *Forest of Hesse*, which gave cover to Gen. Pershing's secret concentration in Sept. 1918; and beyond this (6–8 m. distant by poor by-roads) is the W. part of the battlefield of Verdun, with *Avocourt*, *Esnes*, *Hill 304*, and the *Mort-Homme*.

170¼ m. *Baleicourt*. The railway describes a curve round the citadel of Verdun and reaches the N. outskirts of the town.

174 m. (280 km.) **Verdun** (*Buffet*), see Rte. 30.

On leaving Verdun the railway crosses the Meuse (view of the fortress on the right) and ascends the *Côtes de Meuse* (Heights of the Meuse), a long narrow range of wooded hills which line the E. bank of the river, separating it from the plain of the Woëvre and the Briey basin. A series of echeloned forts extends from Verdun to Toul along these heights. On the left are *Fort Douaumont*, *Fort Vaux*, and *Fleury* (comp. p. 150). The line passes through the tunnel of Tavannes (p. 150).—181¾ m. *Eix-Abaucourt* (light railway to Commercy, see p. 155).

Here we enter the Woëvre, a rolling, fertile flat, with many pools and streams, for the most part tributaries of the *Orne*, which in its turn flows into the Moselle. This was the scene of constant artillery duels in 1914–18, but the Germans failed to debouch from the plateau against Verdun, although they advanced in 1916 as far as the foothills of the Meuse.

We cross the Orne just before reaching (187½ m.) *Étain* (2882 inhab.), shattered in 1914–15. The 13–15th cent. church possesses a Descent from the Cross by Ligier Richier (1528).—199¼ m. (321 km.) **Conflans-Jarny** (*Buffet*) is an important railway junction; here we intersect the line from Longuyon to Pagny-sur-Moselle (p. 140). *Jarny*, S.E. of the station (3743 inhab.), has a 12–15th cent. Gothic church.

From Conflans to Villerupt-Micheville, 31¾ m. (51 km.), railway in 2–2¼ hrs. (23 fr., 15 fr. 50, 10 fr. 10 c.). The line descends the valley of the Orne.—5 m. (8 km.) *Valleroy-Moineville* is a junction for the metal-working and mining towns of *Homécourt* (7773 inhab.) and *Jœuf* (10,225 inhab.), 5–6 m. E., in the valley of the Orne, near the old German frontier.—8¾ m. (14 km.) **Briey** (*Hôt. de la Gare*), a picturesque hill-top town (2531 inhab.), which remained just within the French frontier after 1871, is the centre of the *Briey Basin*, an iron-field and smelting district greatly developed in 1914–18 and long coveted by the Pan-German annexationists. The 15th cent. church has some good gargoyles.—At (19¼ m.) *Audun-le-Roman* we intersect the line from Longuyon to Thionville (p. 141).—31¾ m. (51 km.) **Villerupt-Micheville** (8447 inhab.), an iron-working

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town, is prettily situated in the valley of the *Alzette*, near the frontiers of Lorraine and Luxembourg.

Beyond (204½ m.) *Batilly* we cross the former German frontier and enter Lorraine.—To the N. of (208 m.) *Amanvillers* is (1¼ m.) *St-Privat*, the scene of Bazaine's disastrous defeat on Aug. 18th, 1870; and to the S. is (5 m.) the field of *Gravelotte* (Aug. 16th, 1870).

218 m. (351 km.) **Metz**, see Rte. 44.

30. VERDUN

VERDUN (*Buffet*; 14,746 inhab.), an ancient fortress, an episcopal see since the 3rd cent., and now a proud monument of French heroism, stands on the canalized river Meuse, whose quays retain some of their picturesque character. Since 1871 Verdùn, facing Metz, has been one of the chief E. bulwarks of France. The town, protected by a citadel and by a bastioned line of defence, was the centre of a great 'entrenched camp,' with forts and batteries crowning the surrounding hills. It is no longer garrisoned.

Railway Stations. *Gare de l'Est* (Pl. B 1), for Paris, Metz, Sedan, etc.; *Gare Meusienne* (Pl. C 1), for light railways to Bar-le-Duc, Commercy, Montmédy, and the battlefields.

Hotels. VAUBAN (Pl. d; C 2), Porte St. Paul, R. 40–60 fr., L. 30, D. 35 fr.; HOSTELLERIE DU COQ-HARDI (Pl. b; B, C 2), Rue du Saint-Esprit, R. 16–50 fr., L. 18, D. 20 fr.; NOUVEL-HÔTEL (Pl. a; A 3), Rue d'Anthouard, R. 12–60 fr., L. or D. 20 fr.; BELLEVUE, Avenue de Douaumont, outside the Porte Chaussée (Pl. C 2), R. 12–35 fr., L. or D. 14 fr.; DE LA MEUSE (Pl. e; C 2), Rue Chaussée, R. 14–22 fr., L. or D. 11 fr.; DE LA PAIX (Pl. g; B 2), 40 Rue Mazel; DE METZ, 6 Rue du Port; TERMINUS, good, R. 10–24 fr., L. or D. 17 fr.; etc.

Restaurant. *Brasserie de la Paix* (see above).—CAFÉS and CONFECTIONERS in Rue Mazel, etc. Specialities of Verdun are 'dragées' and 'obus.'

Post Office, Place Jeanne d'Arc (Pl. C 1, 2).—BANKS. *Société Générale*, Place Mazel; *Crédit Lyonnais*, Rue St. Paul.—*Thos. Cook & Son*, Rue du Saint-Esprit.—SYNDICAT D'INITIATIVE, Hôtel de Ville.

Conveyances. MOTOR CABS, from 1 fr. 50 per kilometre.—MOTOR COACHES and LIGHT RAILWAYS for the battlefields, see pp. 150, 152.

History. Verdun, the ancient *Virodunum*, gives name to the Treaty of Verdun, which in 843 divided the empire of Charlemagne among his three grandsons and laid the foundations of the modern kingdoms of W. Europe; to Charles the Bald was assigned France, to Ludwig the Bavarian, Germany, and to Lothair Italy and Lotharingia. Verdun was included in the last, but later it was one of the 'Three Bishoprics' (the others being Toul and Metz) which were united to France in 1352 under Henri II. In 1792, in defiance of its commandant Beaurepaire (comp. p. 168), the town opened its gates to the Prussians, and this pusillanimity was punished by the Revolutionary government by the execution of 35 citizens, including 14 women, who had invoked the clemency of the assailants. In 1870 it was again taken by the Germans. During the Napoleonic wars (1803–14) many British civilians were interned in the citadel.

VERDUN DURING THE WAR. The desperate assaults upon Verdun, continued during four critical months, the devoted resistance of the garrison, and the dramatic suddenness of the successive coups by which all the costly gains of the enemy were wiped out, form one of the most moving episodes of the Great War.—Verdun was almost invested in Aug.–Sept. 1914, when it was defended by Gen. Sarrail. After forming the pivot of Joffre's manœuvre in the battle of the Marne it remained in a salient, 8 m. from the front. The **Battle of Verdun,**

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begun by Falkenhayn's great offensive (Feb. 21st, 1916), brought the Germans within 3½ m. of the town in a series of desperate mass-attacks, met by as desperate a resistance ('Ils ne passeront pas!'). The casualties of the attackers numbered 300,000; but the French defenders under Pétain and Nivelle, at a sacrifice scarcely less, won a signal victory. The Franco-British assault on the Somme (July 1st, 1916) may be said to have raised the siege of Verdun, which was already shattered and evacuated by civilians. In 1916 (Oct. 24th and Dec. 15th) and in 1917 (Aug. 20th) the attacks of Mangin and Guillamat, triumphs of the 'limited objective,' recovered ground on both banks of the Meuse, and on Sept. 12th, 1918, the American victory at St-Mihiel opened the road to Metz. A fortnight later Verdun was definitively freed by Pershing's great advance (comp. p. 145). Verdun was 'adopted' by the City of London; and the task of clearing the battlefield was undertaken by the Society of Friends.

From the station (Pl. B 1) the Avenue Garibaldi leads past the 1870 Memorial to the *Porte St-Paul* (1877), a drawbridge by which we enter the enceinte. In the *Place St-Paul* are the *Palais de Justice* and the *Sous-Préfecture*, established in little-damaged 18th cent. buildings of the former abbey of St-Paul. The Rue St-Paul, passing the *College*, leads to the Rue Chaussée (l.), at the end of which, flanking a bridge, is the Porte Chaussée (Pl. C 2), a massive 15–17th cent. gateway, with rounded embattled towers, which emerged from the bombardment with a few scars. We cross the bridge and turn to the right along the quay to gain the *Place Chevert*, with a statue of Gen. Chevert (1695–1769). A little S.E. of this stands the *Hôtel de Ville* (1623), a sober Renaissance building, well restored. We recross the river, reaching the head of the Rue Mazel, a continuation of the Rue St-Paul. Here most of the shops were destroyed. In the Rue Mazel is a colossal **Monument** (1929) to "the soldiers of Verdun and the French victory," in the crypt of which are to lie seven 'unknown soldiers' brought from various sectors of the front; the eighth lies beneath the Arc de Triomphe at Paris. The crypt contains also the Golden Book, with the names of the French dead. A flight of 78 steps leads to a sarcophagus surmounted by a figure symbolizing the defence of Verdun. The picturesque Rue sur les Gros-Dégrés, with its seven flights of steps, and the Rue Belle-Vierge ascend to the cathedral.

The **Cathedral** (*Notre-Dame*; Pl. B 2), a building of markedly Rhenish character, now undergoing thorough restoration, has some Romanesque portions at its E. end. The apse and aisles preserve the character of the late 13th cent., and the lateral chapels that of the 14th; the nave and transepts were entirely remodelled in the 18th cent., when the present towers were added. The roof was destroyed in 1917. The N.W. tower (open all day) should be ascended for its splendid view of the battlefields and the Meuse valley. On the S. (entrance at the W. end; adm. 1 fr., including the Bishop's Palace; see below) is a beautiful Gothic **Cloister*.

To the W. of the cathedral, on the crest of the plateau (view), is the former *Bishop's Palace*. In the Place de la Roche, beyond this, stands a monument ('*La Défense*') by

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Rodin, presented to Verdun by a group of Dutchmen. The *Porte Châtel*, to the N., is a survival of the ramparts.

The **Citadel** (Pl. A 1, 2), on the site of the abbey of St-Vanne (founded 952), the surviving tower of which was used as a wireless station during the War, dominates the valley of the Meuse. This was the favoured target of the German heavy artillery, but its thick walls and deep vaults (adm. 1 fr.) afforded safe shelter. Here several historic military conferences and civic ceremonies took place during the War. We regain the station viâ the *Porte de France* (Pl. A 1), the entrance to the town by road from Ste-Menehould and Bar-le-Duc (comp. p. 152).

The BATTLEFIELDS of Verdun extend in a semicircle from the borders of the Argonne forest to the Meuse, and thence to the heights overlooking the plain of the Woëvre. The ranges of hills immediately covering Verdun on the N. and N.E. were most fiercely contested, and here all landmarks have been obliterated by bombardment. A short tour of the forts on the right bank of the Meuse gives a general impression of the field.

Motor-coaches make regular excursions to the battlefields; and motor cars may be hired at numerous agencies. The most interesting points may be visited, at much lower cost, on foot with or without the assistance of the railways, the most useful of which from this point of view are the light railways from Verdun to Montmédy and from Vaux-devant-Damloup to Commercy (p. 152), and the lines from Verdun to Sedan and to Commercy (Rte. 32).

For the battlefield of *St-Mihiel*, see p. 159.

A. For the 'Circuit des Forts' (motor-coach twice daily; 3½ hrs.; 15–25 fr.) we leave Verdun viâ the 'Faubourg Pavé' (beyond Pl. C 2); this was the main approach to the front N.E. of the town. The military cemetery here was the first resting place of the seven 'unknown soldiers' (see p. 149).—2 m. *Cabaret Rouge* (r.).—3¾ m. *Fort de Tavannes* (r.) lies S. of the long Tunnel de Tavannes (p. 147), on the Metz railway, which was organized for defence by the French (footpath ¾ m.).—We follow a by-road (r.) leading to (5½ m., 9 km.) the **Fort de Vaux** (½ hr. halt), the centre of terrible struggles in the battle of Verdun (March–June 1916).—Returning to (7 m.) the main road, we pass (l.) the *Fort de Souville*, shattered by the German artillery. Beyond this (l.) is the *Chapelle-Ste-Fine*.—8 m. the site of *Fleury* (halt), in which the enemy set foot in June 1916.—10 m. (16 km.) **Fort de Douaumont** (r.; 1 hr. halt), lost in the earliest German onslaught on Verdun, became the most famous point of the battlefield (casemates and subterranean galleries). Near by is a vast 'ossuaire' or soldiers' grave (mass daily at 8.30).—Soon after returning to the main road we skirt the *Ravin de la Dame*, with the *Tranchée des Baïonettes*, where a French regiment was buried while fighting (monument). Farther on is the *Ravin de la Mort*. On the left rises the *Côte de Froide-Terre*, with Thiaumont Redoubt; on the right we pass the celebrated quarries

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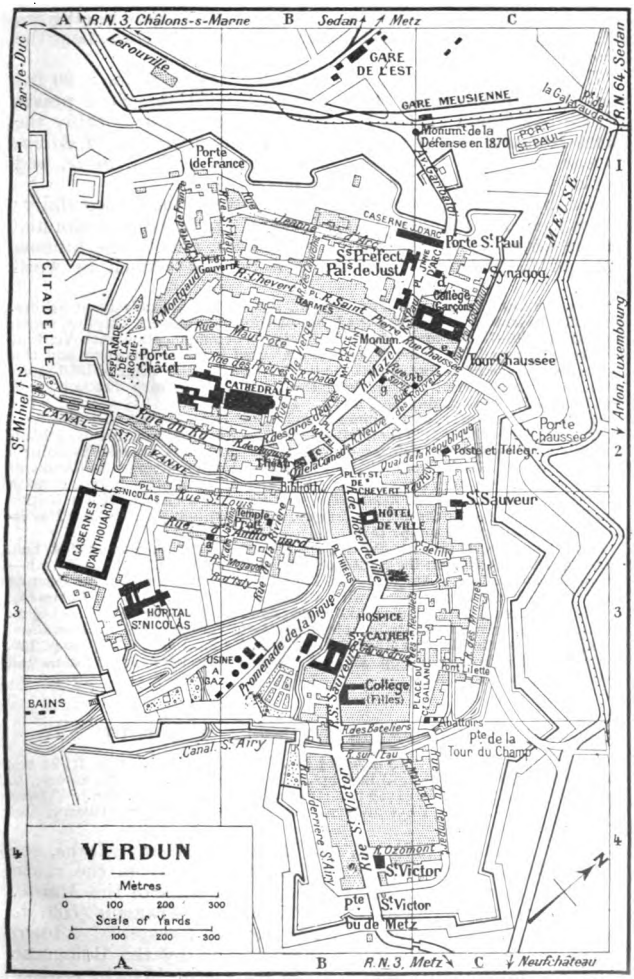

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of *Haudromont.*—We skirt the base of the *Côte du Poivre* (Pepper Hill, 1120 ft.), on the right, before reaching (15 m.) *Bras*, with its cemetery (halt).—The return is made to (19½ m., 31 km.) *Verdun* viâ *Forts Vacherauville* and *Belleville*, near the river.

B. A longer tour (motor-coach once daily; 9 hrs.; 90 fr.) includes the foregoing route together with the chief points of the battlefield on the left bank of the Meuse, notably the **Mort-Homme** (968 ft.) with its great tunnels, *Hill 304*, *Montfaucon* (p. 161), *Romagne* (p. 161), *Bois de la Gruerie*, and back by the '*Sacred Road*' (see below).

C. The 'Circuit des Éparges' (motor-coach twice daily; 4 hrs.; 40 fr.) includes visits to the 'Tranchée de Calonne,' in the Côtes de la Meuse S.E. of Verdun, and to the famous spur of *Les Éparges* (p. 155), won by the French in April 1915.

From Verdun to Bar-le-Duc, 42½ m. (68 km.), light railway in 3½ hrs. (29 fr. 20, 15 fr. 80 c.). Trains start from the Gare Meusienne. This line, which formed in 1916–18 the main channel of railway communication with Verdun, runs roughly parallel with the **'Sacred Road,'** used for troop transport and the evacuation of wounded throughout the battle. During the spring of 1916 more than 2000 motor-lorries passed along this road daily in each direction, and repairing units worked day and night. The 'Sacred Road' is adorned with special kilometre stones, and triumphal arches are to be erected at each end.—6¾ m. *Nixéville*.—14¼ m. (23 km.) **Souilly** (*Hôt. du Raisin-Blanc*), whence Pétain and Nivelle directed the defence of Verdun in 1916, was likewise Pershing's headquarters in 1918.—From (23½ m.) *Beauzée* a branch diverges to *Clermont-en-Argonne* (p. 145), and from (26¾ m.) *La Vaux-Marie* another branch runs to *Pierrefitte-sur-Aire*.—29¾ m. *Rembercourt-aux-Pots* has a church with a Gothic and Renaissance façade (branch to *Revigny*, see p. 153).—42½ m. (68 km.) *Bar-le-Duc* (Gare Meusienne), see p. 153.

From Verdun to Montmédy, 37¾ m. (61 km.), light railway in 2–4 hrs., crossing the battlefield on the right bank of the Meuse (23 fr. 15, 14 fr. 75 c.).—6¾ m. *Fleury* (p. 150).—At (10 m., 16 km.) *Vaux-devant-Damloup*, for Fort de Vaux (p. 150), the line connects with a branch to (40¾ m., 66 km.) *Commercy* (p. 155), traversing the foothills of the Woëvre and the St-Mihiel salient.—14¼ m. *Ornes*, near the original German front in the battle of Verdun.—22½ m. *Damvillers*, birthplace of Bastien Lepage (1848–84).—37¾ m. (61 km.) *Montmédy*, see p. 140.

From Verdun to *Metz*, see pp. 147, 148; to *Paris*, see Rte. 29; to *Sedan* and to *Commercy*, see Rte. 32.

31. FROM PARIS TO METZ VIÂ TOUL

Railway, 244 m. (393 km.) in 5¼–8¾ hrs. (177 fr. 5, 119 fr. 50, 77 fr. 90 c.); to *St-Mihiel*, 190 m. (306 km.) in 6 hrs. (137 fr. 85, 93 fr. 5, 60 fr. 65 c.); to *Toul*, 198¾ m. (320 km.) in 4½–5¾ hrs. (144 fr. 15, 97 fr. 30, 63 fr. 45 c.). Trains start from the Gare de l'Est and traverse the Marne, Château-Thierry, and St-Mihiel battlefields.

From Paris to (107½ m., 173 km.) *Châlons-sur-Marne*, see Rtes. 25B and 29. Our railway, diverging from the route viâ Verdun, continues to ascend the left bank of the *Marne*, with its canal.—127¼ m. (205 km.) **Vitry-le-François** (*Hôt. de la Cloche*, R. 10–30 fr., L. or D. 15 fr.; *des Voyageurs*), a town (8583 inhab.) designed on a regular plan by the Bolognese engineer Marino, was built by Francis I in 1545 to replace Vitry-en-Perthois (see p. 153). The fortress has been dis-

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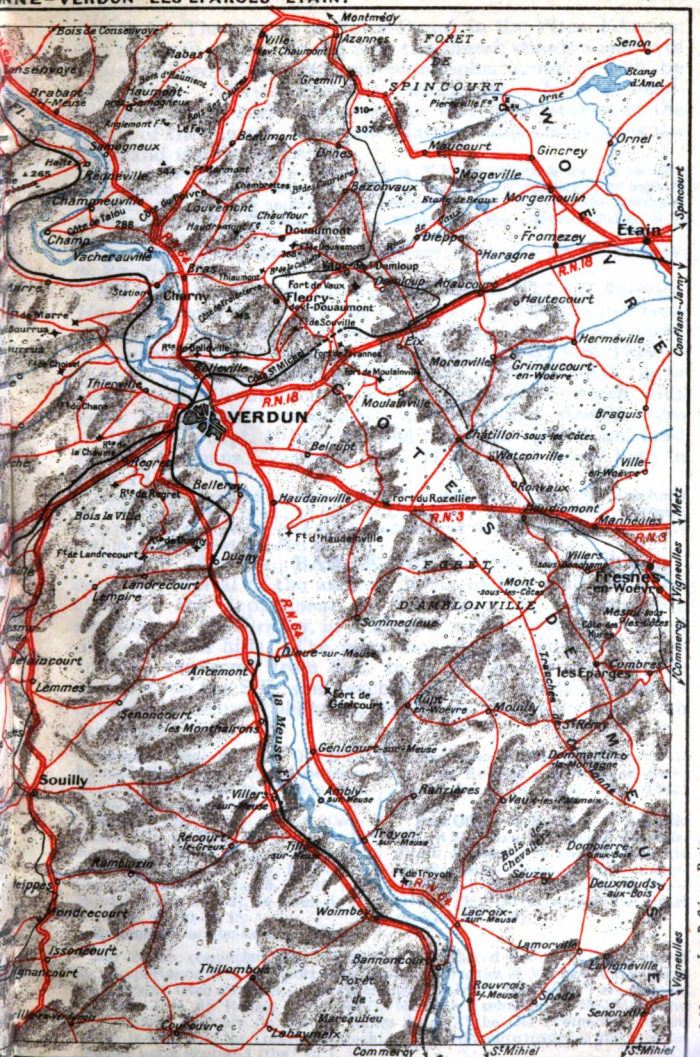
LIBRAIRIE HACHETTE



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mantled. The church of Notre-Dame, in the Place d'Armes, was begun in 1629. To the S. of the church stands a statue of Royer-Collard (1763–1845), the philosopher (comp. p. 169), by Marochetti. Vitry-le-François, which was Joffre's headquarters in the early weeks of the War, was retaken in the battle of the Marne. Here the Marne–Rhine Canal joins the river and the Canal Latéral.

Vitry-en-Perthois, or *Vitry-le-Brûlé*, 2½ m. N.E., is notorious for the burning of its church, with 1300 souls, by Louis VII in 1142; it was partly to expiate this crime that the king undertook the Second Crusade. In 1544 the town was razed by Charles V. The church retains elements of the original building, with some Renaissance additions.

From Vitry-le-François to *Gretz-Armainvilliers* (Paris), see p. 168; to *Chaumont*, see Rte. 37B.

We cross the Marne–Rhine Canal, and at (137 m.) *Blesmes-Haussignemont* diverge to the left from the railway to Chaumont (p. 177).—143½ m. *Sermaize-les-Bains* (Hôt. de la Source) is a small thermal and chalybeate spa, ravaged in 1914.—148½ m. (239 km.) **Revigny** (2927 inhab.; *Hôt. de l'Est*; *de la Gare*), on the *Ornain*, has a 15–16th cent. Gothic church with good Renaissance sculptures; the roof and steeple were destroyed in Sept. 1914, when the town was sacked and fired by the Germans. Zeppelin L.Z. 77 was shot down here in Feb. 1916.

Revigny is connected by branch-lines with (22½ m., 36 km.) *Ste-Menehould* (p. 144), and with (17½ m., 28 km.) *St-Dizier* (p. 177); and by light railways with (16¾ m.) *Haironville*, (21¾ m.) *Triaucourt*, and (48½ m., 78 km.) *Verdun* viâ (18½ m.) *Rembercourt-aux-Pots* (p. 152).

157¾ m. (254 km.) **BAR-LE-DUC** (*Buffet*; 16,066 inhab.), once the capital of the ancient duchy of Bar and now chief town of the department of the *Meuse*, is picturesquely situated on the *Ornain*, in a narrow valley between wooded and vine-clad hills. The more modern and industrial lower town is traversed from S.E. to N.W. by the river, while above it, on the S.E., and reached by steep streets and flights of steps, is the quiet old town, with many houses of the 15–17th centuries.

Stations. *Gare de l'Est* (Pl. D 3), for main line trains; *Gare Meusienne* (Pl. C 4), for trains to Verdun and Clermont-en-Argonne.

Hotels. DE METZ ET DU COMMERCE (Pl. a; B 2), 17 Boul. de la Rochelle, R. 15–37 fr., L. or D. 15 fr.; DE LA GARE (Pl. b; C 3), Rue de la Gare, R. 14–40 fr., L. 15, D. 16 fr.; MODERNE (Pl. c; B 2), 14 Boul. de la Rochelle, R. 10–14 fr.

Restaurants at the hotels. Also *de la Préfecture*, 3 Place Reggio.—CAFÉS in Rue Rousseau, Rue de la Gare, Boul. de la Rochelle, and Place Reggio.

Post Office, 32 Boul. de la Rochelle (Pl. B 3).—BANKS. *Société Générale*, *Crédit Lyonnais*, 25 and 34 Boul. de la Rochelle.—AUTOCAR to *Ligny-en-Barrois* twice daily in ½ hr.—SYNDICAT D'INITIATIVE, at the Hôtel de Ville (Pl. C 2).

Bar-le-Duc, connected with Verdun by the 'Sacred Road' (p. 152), was of high importance as a transport base during the battles of Verdun, and suffered considerably from air-raids.—Among eminent natives ('Barrisiens') are Marshal Oudinot, Duc de Reggio (1767–1847), Marshal Exelmans (1775–1852), and ex-President Poincaré (b. 1860). James Stuart, 'the Old Pretender,' retired to Bar-le-Duc after the Treaty of Utrecht (1713) and thence made his unsuccessful descent upon Scotland (the '15').

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From the station (Pl. C 2) the Rue de la Gare leads across the river to the Boulevard de la Rochelle (Pl. B, C, 2, 3), the principal street of the lower town. Thence the Rue Lapique, passing the *Hôtel de Ville* (Pl. B 3), once the residence of Marshal Oudinot, and the Avenue du Château ascend to the upper town. Raymond Poincaré, President of the French Republic in 1913–20, was born at No. 35 Rue de Nève, which diverges to the right from the Rue Lapique, and Oudinot at No. 18*bis* Rue Oudinot, the next turning on the same side.

In the PLACE ST-PIERRE (Pl. B 4), with its substantial stone houses of the 15–18th cent., is the 15th cent. church of **St-Pierre** (Pl. B 4) or *St. Stephen*, which contains (in the S. transept) the *Tomb of René de Chalon, Prince of Orange (d. 1544), surmounted, according to his wish, by a remarkable but ghastly sculpture by Ligier Richier, representing the body in decay. Opposite is the *Musée* (9–12 and 1–4 or 2–5; adm. 1 fr., free on Sun., and holidays), in a Renaissance mansion, containing pictures, arms and armour, war trophies of Oudinot, etc. The steep Rue des Ducs-de-Bar (Pl. B 3, 4) descends N. to the Place de la Fontaine, near which rises the 14th cent. *Tour de l'Horloge* (Pl. B 3; view from the top; gratuity). Farther to the N.W. (Pl. A 3) are the old ducal *Château* (13th cent., remodelled in the 18th cent.) and the old *Collège Gilles-de-Trèves* (1571–74; now a girls' school). We may return to the lower town viâ the Rue de la Couronne, the *Place Reggio* (Pl. B 2, 3), in which is a statue of Oudinot, and the Rue Rousseau. The last is continued by the Rue Notre Dame to the picturesque *Pont Notre-Dame* (1350), with its chapel (rebuilt in 1758). The church of *Notre-Dame* (Pl. D, E 2), on the E. side of the river, dates from the 13–15th cent., though the façade and tower are of the 18th. We return thence to the station viâ the Rue Thiers.

FROM BAR-LE-DUC TO NEUFCHÂTEAU, 49¾ m. (80 km.), railway in 2¼–3 hrs. (36 fr. 5, 24 fr. 35, 15 fr. 85 c.). We diverge to the south beyond (6¾ m.) *Nançois-Tronville* (see p. 155) and ascend the valley of the Ornain.—10 m. (16 km.) **Ligny-en-Barrois** (5015 inhab.; *Hôt. du Cheval-Blanc*, R. 12–45 fr., L. or D. 15 fr.; autocar to Bar-le-Duc, see p. 153). The church (13–17th cent.) contains a mediæval figure of the Madonna, painted on silk, and the tomb of Marshal de Luxembourg (d. 1695), of whose ancestral castle here the 15th cent. *Tour Valéran* or 'Tour de Luxembourg,' is a relic.—13¾ m. *Menaucourt*, junction for Ancerville-Guë, see p. 177.—Beyond (23¼ m.) *Demange-aux-Eaux* we part company with the Marne-Rhine Canal, which runs E., traversing a tunnel 3 m. long.—29¼ m. *Gondrecourt*, junction for Sorcy, see p. 155; and for Joinville, see p. 177.—36¾ m. (59 km.) *Grand-Avranville* is the station for **Grand** (*Inns*), a village of some antiquarian interest as the successor of the Gallo-Roman *Granum*.—The chief Roman antiquity is preserved in the girls' school (adm. 50 c.), viz. a mosaic pavement on its original site representing, among other themes, the masked actors in a comedy of Terence. In a wood ½ m. from the village by the Liffol road are numerous Roman sculptures, including stone coffins protruding from the ground. The 15th cent. village church contains relics of Ste-Libaire, a saint of high local fame.—43½ m. *Sionne-Midrevaux* is the station for the ruined château of *Rorthey* and the priory of *St-Jacques-du-Mont*.—On the height above (46 m.) *Frébécourt* is the castle of *Bourlémont* (adm. on application), partly of the 13–16th cent., containing good stained glass, carvings, etc., of the Gothic and Renaissance periods.—49¾ m. (80 km.) *Neufchâteau*, see p. 190.

From Bar-le-Duc to *Verdun*, see p. 152; to *Clermont-en-Argonne*, see p. 152.

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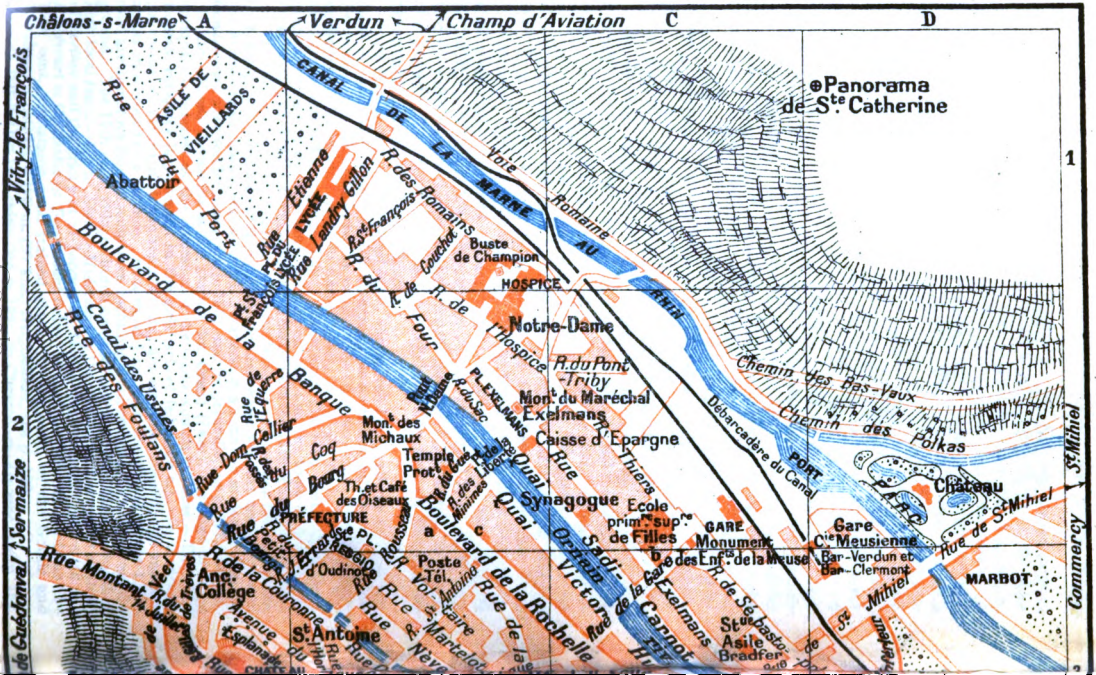
Châlons-s-Marne
A
Verdun
Champ d'Aviation
C
D
Vitry-le-François
Sermaize
de Guédonval
CANAL DE LA MARNE AU RHIN
Panorama de Ste Catherine
1
2
Abattoir
ASILE DE VIEILLARDS
Rue du Port
Rue Etienne
Rue François Gillon
LYCÉE
Boulevard de la Banque
Canal des Usines
Rue des Foulons
R. des Romains
Rue François
Buste de Champion
HOSPICE
Notre-Dame
R. du Pont-Triby
Mon.t du Maréchal Exelmans
Caisse d'Épargne
Mon.t des Michaux
Temple Prot.t
Th.et Café des Oiseaux
PRÉFECTURE
Poste Tél.
Anc. College
St Antoine
Rue Montant
Quai Victoria
Synagogue
Ecole prim.re sup.re de Filles
GARE
Monument des Enf.ts de la Meuse
Cie Meusienne
Bar-Verdun et Bar-Clermont
Chemin des Bas-Vaux
Chemin des Polkas
Débarcadère du Canal
PORT
Château
Rue de St-Mihiel
MARBOT
Commercy
St-Mihiel
Ste Asile Bradfer
Rue de Sébastopol
Rue Carnot
Rue de la Rochelle
Rue de la Couronne
Rue Neuve
Rue Mazelot
Rue Voltaire
Rue Antoine
Rue Coq
Rue Collier
Rue Dom
Rue Bourg
Rue Pierre
Rue Roussat
Rue Rabelais
Rue Thiers
Rue Exelmans
Rue Oudinot
Rue Bradfer
Rue Bonnet
Rue Vieil
Rue Guillaume
Rue Jeanne
Rue Pierre
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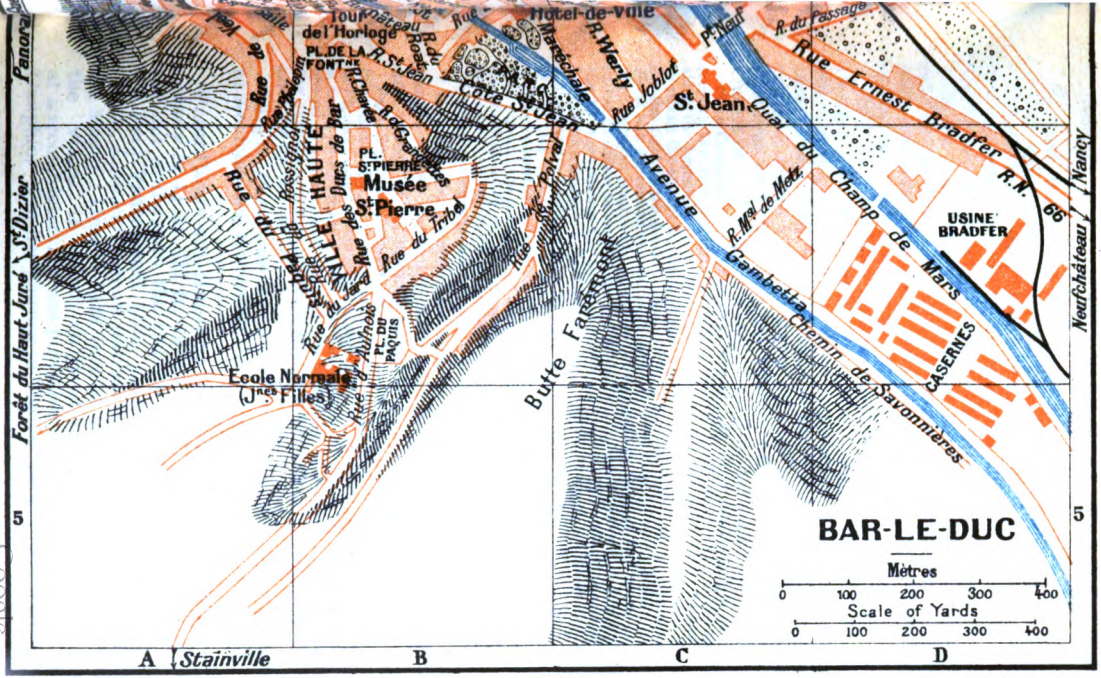
Rue Coq
Rue Collier
Rue Dom



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Beyond Bar-le-Duc the railway continues to ascend the Ornain valley; beyond (164½ m.) *Nançois-Tronville* (branch to Neufchâteau, see p. 154) it makes a bend to the E., crossing the watershed between the Seine and the Meuse.—179½ m. *Lérouville*, on the left bank of the *Meuse*, has extensive stone quarries. At Lérouville diverges the St-Mihiel and Verdun railway (p. 159), but none of the expresses stop here.—The main line now ascends the left bank of the Meuse; this sector of the railway was under fire in 1914–18.

183¼ m. (295 km.) **Commercy** (*Hôt. de la Cloche-d'Or*, R. 12–18 fr., L. or D. 10 fr.; *de France*), an industrial town of 6919 inhab., noted for its cakes (' madeleines '), is a convenient centre from which to visit the St-Mihiel front. The 18th cent. château, where Voltaire stayed in 1747 as the guest of King Stanislas of Poland, is now used as cavalry barracks. The church of *St-Pantaléon* has a 16th cent. nave and W. portal.

From Commercy to Verdun viâ Vigneulles, 51 m. (82 km.), light railway, crossing the St-Mihiel battlefield, in 5¼ hrs. (30 fr. 55, 20 fr. 15 c.).—We return along the Lérouville line, then cross the canal and the river.—3 m. *Boncourt*.—We skirt the abrupt E. slopes of the Côtes de Meuse, with their shattered forts; on the right is the marshy plain of the Woëvre (p. 147).—8¼ m. *Apremont-la-Forêt* is a convenient station for *Montsec* (1250 ft.), 4½ m. N.E., a landmark of the American front.—18½ m. (30 km.) **Vigneulles-lès-Hattonchâtel**, in the middle of the St-Mihiel salient, where the foothills of the Meuse slope into the plain of the N. Woëvre, was the point of junction on Sept. 13th, 1918 of the American forces which destroyed the famous salient. About 1½ m. N. is *Hattonchâtel*, with sculptures by Ligier Richier in its interesting old church.—About 2 m. to the W. of (25½ m.) *Combres* is Les Éparges (p. 152).—28 m. *Fresnes-en-Woëvre*, sharply contested in 1914–15, stood at the angle of the St-Mihiel salient.—From here onward the railway was approximately the front line of 1916–18.—31½ m. *Haudiomont*.—37¾ m. *Eix-Abaucourt* (p. 147).—41 m. (66 km.) *Vaux-devant-Damloup*, and thence to (51 m., 82 km.) *Verdun*, see p. 152.

From Commercy to *Sedan* viâ *Verdun*, see Rte. 32.

Beyond Commercy the railway crosses the Meuse and its canal.—188¼ m. *Sorcy-St-Martin* has the ruins of an abbey and traces of an ancient camp.

From Sorcy to Gondrecourt, 18 m. (29 km.), railway in ¾ hr.—3¾ m. *Void* (Hôt. de l'Union, R. from 10 fr., L. or D. 13 fr.) on the *Vidus*, was the birthplace of Nicolas Cugnot, the inventor of the earliest steam-carriage (1769). The district is noted for its cream cheeses.—10½ m. *Mauvages*, with a 13th cent. pilgrimage-chapel, gives its name to a tunnel (3 m.) by which the Marne–Rhine Canal pierces the watershed between the Marne and the Seine basins.—18 m. (29 km.) *Gondrecourt*, see pp. 155 and 178.

191¼ m. *Pagny-sur-Meuse* (buffet) is the junction for a branch to Neufchâteau, traversing the native district of Joan of Arc.

From Pagny-sur-Meuse to Neufchâteau, 29¼ m. (47 km.), railway in 1¼ hr. (21 fr. 15, 14 fr. 30, 9 fr. 30 c.).—Beyond (4¼ m.) *St-Germain* the railway crosses the Meuse.—8¾ m. (14 km.) **Vaucouleurs** (*Hôt. Jeanne-d'Arc*), a town of 2822 inhab., formerly a small fortress, stands on the left bank of the Meuse. Here in 1428 Joan of Arc revealed the message of the ' voices ' to Robert de Baudricourt, the governor, who at a second interview was prevailed upon to present her to the Dauphin. For her journey to Chinon the Maid was equipped

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and provided with an escort of six men-at-arms by the inhabitants of Vaucouleurs. The 18th cent. church in the Rue Jeanne-d'Arc contains the image (repainted) of the Vierge des Voûtes (see below). Adjacent a flight of steps ascends to the hill overlooking the town, on which are some remains of Baudricourt's *Castle*, the *Porte de France*, from which Joan of Arc set out in Feb. 1429, and the scanty ruins of a *Chapel* (' Chapelle Castrale ') in which she spent long hours of prayer at the altar of Notre-Dame-des-Voûtes. The key of the chapel is obtained at the adjoining house. A little above it are the foundations of an ambitious but uncompleted national monument to the heroine.—Madame du Barry (1743–93), the favourite of Louis XV and a victim of the Terror, was born at Vaucouleurs.

A stone, placed in 1929 at the cross-roads near the church, marks the spot where Joan mounted her horse, and similar memorials are to mark the eleven stages of her arduous ride to Chinon, and other spots visited by her during the two years of her brief but glorious career.

21¾ m. (35 km.) *Domrémy-Maxey-sur-Meuse* is the station for (1¾ m. S.W.; bus) **Domrémy-la-Pucelle** (*Hôt. de l'Héroïne*; *de la Pucelle*), the humble village on the Meuse where Joan of Arc (' La Pucelle ') was born (Jan. 6th, 1412). The heroine's tiny and dark *Cottage*, restored as a national memorial, contains a small museum with several pieces of statuary (adm. 1 fr.). Above the coats-of-arms over the door are the date 1480 and the inscription: ' Vive labeur; vive le roi Louis '; and still higher is a facsimile of a statue of Joan placed there by Louis XI. The monument (by A. Mercié, 1901) in the garden shows Joan quitting her home, under the guidance of the genius of France. To the S.W. (1 m.), on the site of the *Bois Chénu*, where Joan heard for the first time the ' voices ' urging her to the task of driving the English from France and crowning the Dauphin at Rheims, is a Romanesque *Basilica* (Hôt. de la Basilique; R., L. or D. from 12 fr.), with a porch in which is a sculptured group of the Maid, kneeling at the feet of St. Michael between St. Catherine and St. Marguérite, her guardian saints. Outside are statues of Joan's parents, Jacques d'Arc and Isabelle Romée. Within, eight frescoes, by Lionel Royer, illustrate the life of the heroine. A Union Jack, ' with England's homage,' was placed inside the Basilica in 1925; there is also a U.S. flag.—To the N. (½ m.), at *Greux*, is the pilgrimage-chapel of *Notre-Dame-de-Bermont*, to which Joan resorted for prayer. Domrémy was exempted from taxation by Charles VII, and remained immune until the Revolution, ' for the sake of the Pucelle.'—AUTOCARS run in summer from Vittel and Contrexéville to Domrémy (see p. 185).

The railway crosses the *Vair* just above its junction with the Meuse.—24¾ m. *Coussey* has a Romanesque church with a fine 12th cent. bell-tower. On the right is the castle of Bourlémont (p. 154) and on the left is the *Mont Julien*, said

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to have been used by Julian the Apostate as a place of execution for criminals.—29½ m. (47 km.) **Neufchâteau,** see p. 190.

Beyond Pagny-sur-Meuse the main line quits the valley of the Meuse, following the Marne–Rhine Canal, which, like the railway, passes through a long tunnel (1¼ m.).

198¾ m. (320 km.) **TOUL** (*Hôt. de la Comédie,* R. from 10 fr.; *de la Gare,* R. from 12 fr., L. or D. 12 fr.; *de Metz*; *de la Cloche-d'Or*; *de France*), on the left bank of the *Moselle,* is one of the oldest towns in France (11,653 inhab.) and a first-class fortress.

Toul (*Tullum*) was one of the 'three bishoprics' (comp. pp. 148, 215) added to France in 1552. It capitulated in 1870, but was not seriously threatened in 1914–18, save by air raids and long-range bombardment. In 1918 it became the American Red Cross base.

From the railway station, N. of the town, we cross the Marne–Rhine Canal, and passing on the left a monument of the siege of 1870, enter by the Porte de France. Near the middle of the town stands the church of *St-Gengoult,* a 13th cent. Gothic building with two dissimilar towers, noteworthy for its Flamboyant cloisters (N. side). Close to the E. ramparts is the church of **St-Étienne,** the former cathedral, famed for its *Façade (1447–76), a masterpiece of the Flamboyant style. The towers are 246 ft. high. The choir and transepts are of the 13th cent., and the nave of the 14–15th cent.; to the latter were added (1530–80) two large and graceful Renaissance chapels. The church (which has no triforium or apse) possesses some good 13–16th cent. stained glass; and the late 13th cent. *Cloisters comprise 23 arcades. In the adjacent Hôtel de Ville (the former bishop's palace) is a *Musée* of local interest. The *Mont-St-Michel* (1262 ft.), N.E. of the station, commands a fine view.

From Toul to Thiaucourt, 29 m. (47 km.), light railway in 2½ hrs. (20 fr. 10, 10 fr. 95 c.) from Toul-Local station, crossing the E. part of the St-Mihiel salient (p. 159).—6¼ m. *Lagney.*—13¼ m. *Domèvre-en-Haye.*—20¼ m. *Flirey,* on the front of 1914–18, is the station for *Seicheprey,* 2½ m. W. (American front).—29 m. (47 km.) **Thiaucourt** (1148 inhab.; *Hôt. de la Providence*), the largest place within the St-Mihiel salient, and the terminus of a branch-line from Onville (see p. 141), fell to the American attack of Sept. 12th, 1918. To the N. of Thiaucourt is the *Lachaussée Lake,* 2½ m. long, which lay in 'No Man's Land' after the American advance.

Another branch runs E. from Toul to (15 m., 24 km.) *Pont St-Vincent* (p. 192).—From Toul to *Neufchâteau* and *Dijon,* see Rte. 40A.

From Toul onward the railway descends the beautiful valley of the *Moselle.*—210 m. *Liverdun* (Hôt. de la Gare) is picturesquely situated on a promontory above the river. The 13th cent. church contains the tomb of St. Eucarius (see p. 158). Two railway bridges and a tunnel and viaduct for the canal form a remarkable group of engineering works.—214¼ m. (345 km.) **Frouard** (*Buffet*), where the expresses for Strasbourg (Rte. 33) diverge to the right, is an iron-working town (4767 inhab.), with a handsome bridge of 1781.—

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215½ m. *Pompey*, another industrial town (4261 inhab.), has a 14th cent. church and the ruins of the chapel of St-Eucaire (12–14th cent.), on the spot where St. Eucarius, bishop of Toul, and 2000 Christians are said to have been martyred in 362.

A branch-line runs hence N.N.E. to (13½ m., 22 km.) *Noméný*, an old town on the *Seille*.

222½ m. *Dieulouard* derived its name from its ancient castle, called 'Dieu-la-Garde.' The 15th cent. church has a curious sub-choir or crypt, with a seated figure of the Madonna (16th cent.), known as the 'Vierge en Terre.' On an island to the N.E. lay the Roman station of *Scarpone*, where Jovinus defeated the Alemanni in 366. Above this rises (N.E.) *Mont Ste-Geneviève*, the 'key to Nancy,' where the invaders were checked on Sept. 7th, 1914.

226¾ m. (365 km.) **Pont-à-Mousson** (*Hôt. de la Poste*, R. 10–16, L. or D. 11 fr.; *de la Providence*), on both banks of the Moselle, is an old town (11,494 inhab.; 'Mussipontains') which suffered in the War.

Pont-à-Mousson (*Mussi Pons*), dating from the 9th cent., was the birthplace of Margaret of Anjou, wife of Henry VI of England, and of Marshal Duroc (1772–1813), who died in Napoleon's arms on the field of Bautzen.—It was occupied by the Germans in Aug. 1914, but retaken by the French in September, and was afterwards never more than 3 m. distant from the firing-line.

From the Place Thiers, near the station, the Rue Victor-Hugo leads to the *Place Duroc*, the centre of the town, with its picturesque arcaded Renaissance houses (including No. 6, the House of the Seven Deadly Sins), some of which are considerably damaged. On the N. side is the *Hôtel de Ville*, whence the Rue St-Laurent, containing several interesting old houses, leads to the church of *St-Laurent*, in which are a 16th cent. triptych (scenes from the life of Christ) and a Bearing of the Cross sometimes attributed to Ligier Richier. The Rue du Pont leads from the Place Duroc to the fine bridge over the Moselle (partly destroyed), on the other side of which (l.) stands the church of ST-MARTIN, a 13–14th cent. building with two dissimilar but graceful towers. The church, much scarred by bombardment, contains a 16th cent. Entombment (in the S. aisle) with life-size figures, and an earlier tomb, with effigies. It ends in a triple apse. In the Rue St-Martin is the *Petit-Séminaire*, occupying the 18th cent. buildings of a former abbey.

The chief points of interest near Pont-à-Mousson are the *Bois-le-Prêtre*, to the N.W., bitterly contested in 1914–15; and *Mousson Hill* (1266 ft.), an isolated conical height 1½ m. S.E., crowned by a Roman camp (*Mussum*) and later by a fortified village with a castle (13th cent.), the view-point from which French soldiers surveyed the 'Promised Land' of Metz.

232½ m. (374 km.) **Pagny-sur-Moselle** (*Hôt. de la Gare*), a former frontier town (2825 inhab.), is noted for its vineyards. At *Prény*, 1½ m. S.W., on a lofty hill, is a feudal *Castle (13th cent.), at one time the chief residence of the dukes of Lorraine, with a remarkable pentagonal keep.

From Pagny-sur-Moselle to *Longuyon*, see pp. 140–141.

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Just before reaching (235½ m.) *Novéant* we cross the former German frontier.—At (237¾ m.) *Ancy-sur-Moselle* we enter the fortified zone of Metz, with its strategic railways, forts, redoubts, and arsenals.—We pass between two high pillars forming part of a Roman aqueduct which was continued by the *Arches de Jouy*, on the opposite bank of the river.—239 m. *Ars-sur-Moselle* derives its name from the 'arches.'

244 m. (393 km.) **Metz**, see Rte. 44.

32. FROM COMMERCY TO SEDAN

RAILWAY, 95 m. (153 km.) in 4–5½ hrs., viâ the battlefields of St-Mihiel and Verdun (68 fr. 95, 46 fr. 55, 30 fr. 35 c.).

The ROAD, like the railway, follows the river Meuse.

Commercy, see p. 155. We diverge to the right from the Paris line at (3¾ m.) *Lérouville* (p. 155), and descend the left bank of the Meuse, approaching the front of 1914–18.—At (7½ m.) *Sampigny* is a much-bombarded mansion ('Le Clos'), belonging to ex-President Poincaré (p. 153).—10 m. *Les Kœurs*.

14¼ m. (23 km.) **ST-MIHIEL** (*Grand-Hotel du Cygne*, R. 10–20 fr., L. or D. 13 fr.; *Rollot*; *de Nancy*), a garrison town (4542 inhab.; 'Sammiellois') built on the slopes of the Côtes de Meuse, on the right bank of the river, is famous for the American victory of Sept. 1918.

St-Mihiel (*St. Michael*) derives its name from a Benedictine abbey founded in 709, to which was attached a celebrated school. In the 16th cent. it became a centre of artistic production. Ligier Richier (1506–67), the famous sculptor, was born here, and his descendants Gérard (1564–1600), Jean, Joseph, and Jacob (16–17th cent.) form the St-Mihiel school of sculpture. Nicolas Cordier (1564–1612), whose sculptures are mainly in Rome, was likewise born at St-Mihiel, and another native was Jean Bérain (1640–1711), the designer, the head of another distinguished artistic family.—The capture of St-Mihiel and the adjacent forts by Von Strantz in Sept. 1914 formed a wedge-shaped protuberance in the German front that both interrupted the French railway communications and covered Metz and the Briey iron basin. In the **Battle of St-Mihiel** (Sept. 12–13th, 1918) Pershing's 1st U.S. Army, with French Colonials, attacked the flanks of the salient and reduced it, capturing 16,000 prisoners and 443 guns, and liberating over 200 sq. m. of territory.

The station, on the left bank of the Meuse, was included in the 'bridgehead' occupied by the Germans. We cross the bridge (blown up in 1914), and proceed viâ the Rue du Pont, Place des Halles, and Rue Notre-Dame to the Place du Collège, where the buildings of the former Benedictine *Abbey*, much damaged in 1918, contain the library of Card. de Retz (who wrote a large part of his Memoirs here) and the Musée Ligier-Richier. The classical style of the 17th cent. church of *St-Michel*, on the left, is tempered by mediæval survivals. In the first chapel of the S. aisle is a Swooning Virgin supported by St. John, in wood, by Ligier Richier. The organ is noteworthy. We cross the Place aux Moines and follow the Rue de l'Église.

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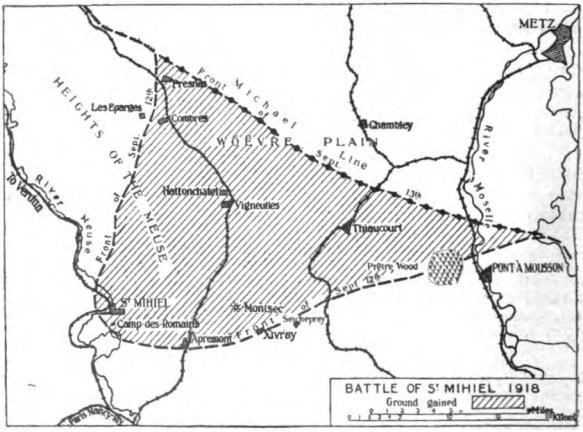
The church of **St-Étienne,** a 13–18th cent. building in which the florid Gothic predominates, is interesting chiefly for its works of art, including an *Entombment (13 statues) by Ligier Richier, a Renaissance reredos, and a bas-relief in St. Joseph's chapel. The bronze statue of Ligier Richier, in the Place bearing his name, N. of the church, was removed by the Germans. In the Rue de la Vaux, which leads hence towards the river, are the 17th cent. *Hôtel de Ville* and several Renaissance houses. The *House of Ligier Richier* is shown in the Rue Haute-des-Fosses (No. 7).

Just N. of the town, on the road to Verdun, are the *Falaises de St-Mihiel,* seven huge cliffs of limestone, 70 ft. high, projecting at more or less regular intervals from the hills on the right bank of the Meuse; the nearest to the town contains a grotto with a large stone figure of Christ in the Tomb.—Over 6000 Germans are buried in the military cemetery.



The towering *Fort du Camp-des-Romains* (1067 ft.), erected on the site of a Roman camp and Gallic oppidum S. of the town, was defended to the last by its French garrison in Sept. 1914.—The *Fort des Paroches,* 2¼ m. N.W., which remained in Allied hands, is another good view-point.—The forests to the E. and N.E. are scored by German defensive works, including much concrete.

Beyond St-Mihiel the railway passes (r.) the cliffs (see above) and (l.) *Chauvoncourt* and *Les Paroches,* with the fort (see above).—Opposite (22¼ m.) *Woimbey* stand the ruins of the *Fort de Troyon,* whose resistance saved Verdun from encirclement in Sept. 1914.—26 m. *Villers-Benoîtevaux.*

38 m. (61 km.) **Verdun,** see Rte. 30.

We continue to descend the left bank of the winding Meuse [illegible] canal, and presently reach the battlefield of 1916–18 [illegible].—41½ m. *Charny* and (44¾ m.) *Marre* were held

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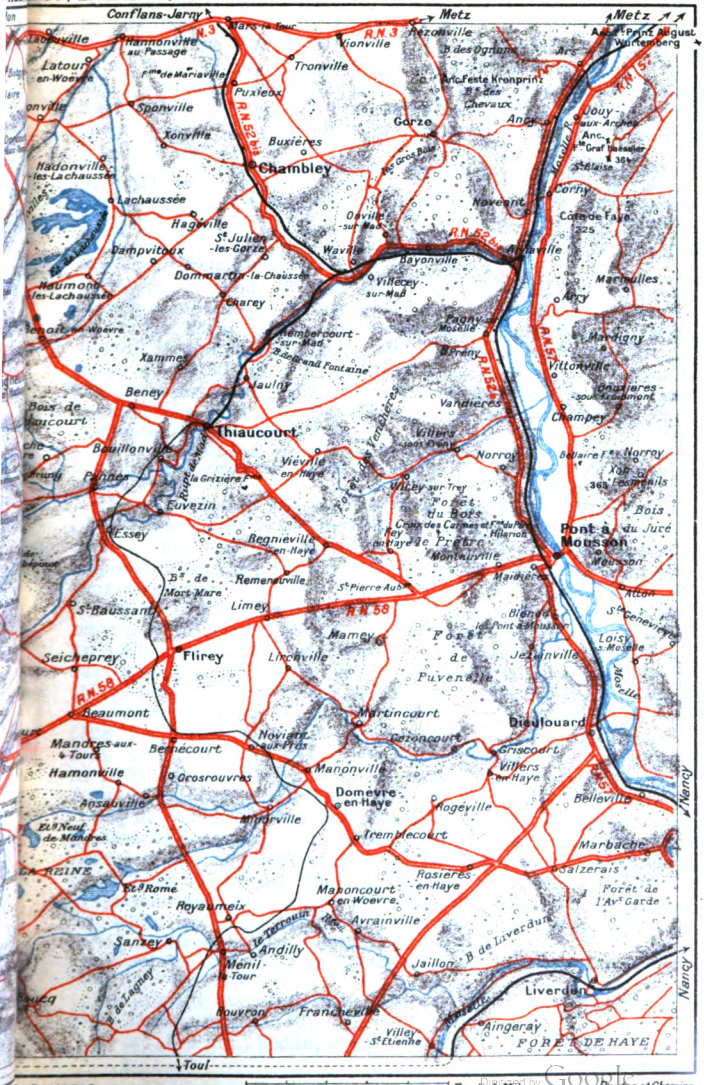
Verdun
Montmédy
Verdun
Fresnes en-Woëvre
R.N.3
Mont-s-les-Côtes
Bonzée
Mesnil-s-les-Côtes
Marcheville
Champlon
Butgnéville
St Hilaire
Sommedieue
Dieue-sur-Meuse
Tressauvaux
Saulx-en-Woëvre
Doncourt-aux-Templiers
Fort de Genicourt
les Eparges
Combres
Wadonville-en-Woëvre
Rupt-en-Woëvre
Mouilly
Herbeuville
Hannonville-s-les-Côtes
les Monthairons
Genicourt-sur-Meuse
St Rémy
Woël
Dommartin-la-Montagne
Thillot-s-les-Côtes
Nubécourt
Ranzières
Vaux-les-Palameix
St Maurice
Billy-sous-les-Côtes
Troyon-sur-Meuse
Woinville-s-les-Côtes
Hattonville
Bouquemont
Fort de Troyon
Dompierre-aux-Bois
Hattonchatel
Woimbey
Seuzey
Deuxnouds-aux-Bois
Vigneulles-les-Hattonchatel
Lacroix-sur-Meuse
Lamorville
Lavigneville
Creue
Bannoncourt
Forêt de
Rauvrois-sur-Meuse
Chaillon
Marcaulieu
Spada
Senonville
Varvinay
Maizey
322
Dompcevrin
Fort des Paroches
Woinville
Fresnes-au-Mont
Chauvoncourt
St MIHIEL
Montsec
Rupt-de-St Mihiel
Fort du Camp des Romains
Ailly-sur-Meuse
Han-sur-Meuse
Bois d'Ailly
Loupmont
Hœurs-la-Grande
Hœurs-le-Petit
Apremont
St Agnant
Boncourt
Marbotte
Broussey-en-Woëvre
Courcelles-aux-Bois
le Clos
Sampigny
Mécrin
St Julien
Maulecourt
Mémil-aux-Bois
Pont-sur-Meuse
Boncourt
Grauvoisin
Fresnéville
Gironville
Vadonville
Bois de la Grande Côte
Fort de Gironville
Bagneville
Grimaucourt-près-Sampigny
Lacroix-sur-Meuse
Vignot
Jouy-sous-les-Côtes
Fort de Jouy
Côte de Rouge
Malaumont
COMMERCY
Bois de Grimaucourt
Bois de Lacouville
FORET DE COMMERCY
Chonville
Allionis
Eurville
Bar-le-Duc
Grands itinéraires
0 2 4 6 8 10 Kilomètres
Echelle de

LIBRAIRIE HACHETTE



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Routes et Chemins

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by the French in the struggle of 1916. On the right, beyond the Meuse, are Bras, Poivre Hill, and Talou Hill.—On the left as we pass (46 m.) *Chattancourt-Cumières* are Hill 304 and the Mort-Homme.—We skirt the Côte de l'Oie, opposite which is *Samogneux*.—49 m. (79 km.) *Regnéville*. Here we come to the region of the final American advance (Sept.–Nov. 1918). —52½ m. *Consenvoye*.

There is a road hence to (6 m. W.) *Montfaucon* (restaurant), an ancient place on a high ridge, the German Crown Prince's H.Q. in 1914, and the chief enemy observation-post in the battles of 1916. Montfaucon fell to the Americans on Sept. 27th, 1918. About 5 m. N.N.W. (reached also by road from Dun-sur-Meuse, see below) is *Romagne-sous-Montfaucon*, with the largest American cemetery in France (over 21,000 graves) and a hostel for visitors. The strong Kriemhilde Line (p. 134) ran E. and W. in this region.

55½ m. *Sivry-sur-Meuse*.—At (59 m.) *Brieulles-sur-Meuse* stands a monument to the American crossing of the Meuse (Nov. 1st, 1918), which put an end to several weeks of hard-fought stationary warfare. On the right rises the bleak ridge of *Hill 378* (1240 ft.).—62¾ m. *Dun-Doulcon* is the station for *Dun-sur-Meuse*, picturesquely situated on a hill overlooking the river, where the crossing was forced by the Americans (Nov. 5th, 1918).

The 12–16th cent. church of *Mont-devant-Sassey*, 2 m. N.W., has a Romanesque crypt.—Romagne-sous-Montfaucon (see above) is 6 m. S.W. of Dun-Doulcon station by road.

Beyond (66¼ m.) *Saulmory-Montigny* we pass (r.) the village of *Villefranche*, designed by Francis I as a fortress on a regular plan. The American advance on Nov. 3rd, 1918, in this region brought the Metz–Mézières railway, 8 m. N.E., under long-range fire.

70¾ m. (114 km.) **Stenay** (2692 inhab.; *Hôt. du Commerce*), once a frontier fortress, on the right bank of the Meuse, has an 18th cent. church and a few old houses. The town was taken by the Americans on the morning of Armistice Day (Nov. 11th, 1918). To the W. is the *Forest of Dieulet*, and in a river-bend to the N.E. is the *Forest of Jaulnay*.—79½ m. (128 km.) *Létanne-Beaumont* is the station for *Beaumont*, 1 m. S.W., the scene of Gen. de Failly's defeat by the Saxons in 1870. Powerful defences here were broken through in the American onrush of Nov. 4th, 1918.

85¾ m. (138 km.) **Mouzon** (1706 inhab.; *Hôt. Cassagne*), the ancient *Mosomagus*, on an island in the Meuse, has a striking church of the 13th cent., formerly collegiate, with two towers. From here northwards the right bank of the Meuse remained in German hands from Nov. 4th until the Armistice; but the left bank, including the railway, was held by the Americans. —91¾ m. *Remilly*, at the mouth of the *Chiers*.

A branch-line runs S.W. from Remilly to (4¼ m.) *Raucourt*; light railway thence to Vouziers, see p. 135.

We join the main line from Montmédy to Sedan at (92½ m.) *Pont-Maugis* (see p. 140).

95 m. (153 km.) **Sedan**, see p. 139.

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33. FROM PARIS TO STRASBOURG

RAILWAY, 311¼ m. (502 km.) in 6½–7¾ hrs. (226 fr. 15, 152 fr. 65, 99 fr. 55 c.); to *Nancy*, 219¼ m. (353 km.) in 4½–5¾ hrs. (159 fr. 5, 107 fr. 35, 69 fr. 95 c.).—AIR SERVICE daily (Suns. excepted) in 3 hrs.; fare 400 fr.; booking-office at 22 Rue des Pyramides, Paris.

ROAD, 287 m. (462 km.).—19¾ m. (32 km.) *Lagny* (p. 118).—39¾ m. (64 km.) *Coulommiers* (p. 168).—46½ m. (75 km.) *La Ferté-Gaucher* (p. 168).—80 m. (129 km.) *Sézanne* (p. 168).—93½ m. (150 km.) *Fère-Champenoise* (p. 169).—120¼ m. (194 km.) **Vitry-le-François** (p. 152).—136¼ m. (223 km.) *St-Dizier* (p. 177).—158¼ m. (255 km.) *Ligny-en-Barrois* (p. 154).—173¼ m. (279 km.) *Void* (p. 155).—187½ m. (302 km.) **Toul** (p. 157).—201 m. (324 km.) **Nancy** (Rte. 34).—221 m. (356 km.) *Moyenvic*.—247¾ m. (399 km.) *Sarrebourg* (p. 212).—264 m. (425 km.) *Saverne* (p. 213).—287 m. (462 km.) **Strasbourg** (Rte. 45).

From Paris viâ *Châlons-sur-Marne* and *Toul* to (214¼ m., 345 km.) *Frouard*, see Rte. **31**. Thus far our route has been identical with the express route to Metz, but we here diverge to the right from the Metz line, to ascend the valley of the *Meurthe*, with its numerous metallurgical works.—216¼ m. *Champigneulles*, junction for Château-Salins (p. 168), is famous for its beer (400,000 hectolitres per annum).

219¼ m. (353 km.) **Nancy**, see Rte. **34**.

221½ m. *Jarville-la-Malgrange* (4480 inhab.), junction for Mirecourt (see p. 192).—223 m. *Laneuveville-devant-Nancy* had a Carthusian convent founded in 1666 by Charles IV and closed in 1902.—227 m. *Varangéville-St-Nicolas* is a station for *Varangéville* (3674 inhab.) and *St-Nicolas-du-Port* (5305 inhab.; Hôt. de la Clef-d'Or), connected by a bridge. The 15–16th cent. parish church of St-Nicolas, with its lofty towers, is a fine example of the Gothic style of Lorraine, ranking with the cathedrals of Metz and Toul.—228½ m. *Dombasle-sur-Meurthe*, with soda works.—230½ m. *Rosières-aux-Salines*.—233½ m. *Blainville-la-Grande*, junction for Belfort (p. 194), has two town-gates of 1625.—236½ m. *Mont-sur-Meurthe*, junction for Bruyères (see p. 163).

239¾ m. (386 km.) **Lunéville** (*Hôt. des Vosges*, R. 12–45 fr., L. or D. 12 fr.; *des Halles*; *du Faisan*), a modern garrison town (22,673 inhab.), regularly planned, is situated in a broad valley just above the confluence of the Meurthe and the *Vezouse*.

Lunéville is said to derive its name from the cult of Diana (Luna) in Gallo-Roman times. The palace built by Duke Leopold of Lorraine in 1702 became a centre of art and learning; it was completed by Stanislas Leczinski, ex-king of Poland, who died here in 1766. The treaty of Lunéville in 1801 gave the left bank of the Rhine to France. This is the birthplace of Jean Girardet (1709–78), the painter.—Lunéville fell to the Germans on Aug. 22nd, 1914, but was recovered by De Castelnau on Sept. 12th. The front near Lunéville became a training-sector for American divisions in 1918.

The Rue Carnot leads from the station to the imposing *Place Léopold*, from the farther end of which the Rue Banaudon, the busiest thoroughfare, leads (l.) into a square with a monument of 1870–71, in front of the *Hôtel de Ville* (musée). The church of *St-Jacques* (1730–45), in the 'Pompadour' style, contains a number of paintings and a monumental urn

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in which the entrails of Stanislas of Poland were placed. To the N. is the *Château* or palace of Leopold of Lorraine, converted into cavalry barracks, with a gracefully planned promenade on its E. side.

Light railways run from Lunéville to (6½ m., 10 km.) *Einville*, to (19½ m., 31 km.) *Blamont* (see below), and to (22½ m., 36 km.) *Badonviller* (p. 198).

FROM LUNÉVILLE TO BRUYÈRES, 37¼ m. (60 km.), railway in 2–4½ hrs. (27 fr. 5, 18 fr. 25, 11 fr. 90 c.). We diverge to the left from the Nancy line at (3 m.) *Mont-sur-Meurthe* (p. 162), and ascend the charming valley of the *Mortagne*, with its hop-gardens, which were devastated by the battle of the Mortagne in Aug.–Sept. 1914.—9½ m. (15 km.) **Gerbéviller**, one of the oldest towns of Lorraine (1172 inhab.), was methodically destroyed by the Germans at the end of Aug. 1914 in revenge for the resistance of a French post which had been surrounded. —Several picturesque villages are passed.—23½ m. (38 km.) **Rambervillers** (*Hôt. de l'Est*), a town of 4940 inhab., in the lofty valley of the Mortagne (960 ft.), was a former stronghold of the bishops of Metz. Here a handful of National Guardsmen made a notable stand against 2000 Prussians in 1870. The 11–15th cent. church has a graceful portal and some good glass, and the Hôtel de Ville (1581) has a quaint inscription. Railway to *Charmes*, see p. 194.—Beyond (27¾ m.) *Autrey-Ste-Hélène*, with the Renaissance church of a former Augustinian abbey, the valley becomes very beautiful.—32¾ m. *Brouvelieures* (Inn) is the station for the Vallée des Rouges-Eaux.—37¼ m. (60 km.) *Bruyères*, see p. 200.

From Lunéville to *St-Dié*, see Rte. 42A.

Beyond Lunéville we diverge from the valley of the Meurthe, and cross the Vezouse near (241 m.) *Marainviller*.—254½ m. (410 km.) **Igney-Avricourt**, formerly the last French station, with the custom-house, lay within the German lines during the War and was partly destroyed.

FROM IGNEY-AVRICOURT TO CIREY, 11 m. (18 km.), railway in ¾–1½ hr. The line runs E.S.E., skirting the French frontier, near the trenches of 1914–18.—5¼ m. *Blamont* (Hôt. du Commerce; light railway to Lunéville, see above) is an ancient town (1366 inhab.) with ruins of a castle burned in 1636.—11 m. (18 km.) *Cirey-sur-Vezouse* (Hôt. de la Gare; de Paris), another ancient place (2677 inhab.), 850 ft. above sea-level, is a centre for mountain and forest excursions. The mirror factory here was founded in 1801.

We cross the frontier of Lorraine and reach (255¾ m.) *Nouvel-Avricourt* (once Deutsch-Avricourt).

FROM NOUVEL-AVRICOURT TO BÉNESTROFF, 21¾ m. (35 km.), railway in 1½ hr. The line runs N. to (13¾ m.) *Dieuze* (Inns), a town of 2384 inhab. in the valley of the *Seille*, which issues from the shallow *Étang de Lindre* (1500 acres), a lake drained and cultivated in alternate years. About 5 m. S.W. is *Marsal*, fortified since Gallo-Roman times, with a Romanesque church containing a fine 15th cent. reliquary and the tomb of the last of the Counts of Salm (d 1546) and his wife. —21¾ m. (35 km.) *Bénestroff*, see p. 211.

The railway crosses the Marne–Rhine Canal at (261½ m.) *Gondrexange*, and afterwards descends the valley of the *Sarre*.—269 m. (433 km.) *Sarrebourg*, and thence viâ (285 m.) *Saverne* to (311¼ m., 502 km.) **Strasbourg**, see pp. 213–215.

34. NANCY

NANCY (114,491 inhab.), the historic capital of Lorraine, now the chief town of the department of *Meurthe-et-Moselle*, is a university, cathedral, and garrison town, in the broad valley of the *Meurthe*, at the foot of wooded hills. With its many buildings of the 18th cent., its handsome squares and broad avenues, and its air of animation and prosperity, it is

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one of the most attractive cities in France. The old town on the N.W., with narrow winding streets, and the new town (16–18th cent.), built on a rectangular plan, are enclosed within a girdle of modern industrial suburbs.

Hotels. *Grand-Hôtel, Place Stanislas (Pl. C, D 2), R. 16–150 fr., L. 22 fr., D. 25 fr.; Excelsior & d'Angleterre (Pl. C 2), Rue Stanislas, well spoken of, R. 15–80 fr., L. or D. 16 fr.; *Thiers (Pl. C 3), Place Thiers R. 15–65 fr., L. or D. 16 fr.; de l'Univers (Pl. C 2), de l'Europe (Pl. C 2), Rue des Carmes; de Strasbourg, Rue Chanzy, R. from 14 fr., L. or D. 10 fr.; Américain, Place St-Jean (Pl. B 4), R. 13–25 fr.; de la Tête-d'Or, Place du Marché; de la Meuse, Rue Stanislas; etc.

Restaurants. *Stanislas*, Place Stanislas; *Brasserie Lorraine*, Rue St-Jean; *Brasserie Liégeoise*, Place Carnot.—Cafés: *Thiers* and *Excelsior*, near the station; *Riche* and *Brasserie Universelle*, Rue St-Jean; *Grand, Stanislas, de la Comédie, Foy, Glacier*, in the Place Stanislas.

Post Office (Pl. D 2), Rue Pierre-Fourier.—Syndicat d'Initiative, 42 Rue Gambetta.

Conveyances. Cabs, no fixed tariff.—Tramways Nos. 3, 4, and 5 ply from the station to the central town.—Motor Coaches for the battlefields (fronts of St-Mihiel and the Vosges).—Autocars to (102 m.) *Colmar* twice daily in summer (once in winter) in 5–5¾ hrs., viâ (45 m.) *Rambervillers*, (66¼ m.) *St. Dié*, (73 m.) *Fraize*, the *Col du Bonhomme*, and (89¼ m.) *La Poutroye*; to Colmar 46 fr.; to La Poutroye 41 fr.

Amusements. *Théâtre Municipal*, Place Stanislas; *Casino de Nancy* (touring plays), Rue St-Georges; *Grande-Taverne* (music-hall), Rue St-Dizier.

History. Nancy, originally a castle of the dukes of Lorraine, became their capital in the 12th century. It was in an attempt to wrest the duchy from René II that Charles the Bold of Burgundy perished at its gates in 1477 (p. 210). The town was much improved by Dukes Charles III (1545–1608) and Leopold (1690–1729), but it owes its chief embellishments to Stanislas Leczinski, ex-king of Poland, who was consoled for the loss of his throne by becoming Duke of Lorraine for life (1736–66). Under this prince, father-in-law of Louis XV, Nancy was the seat of a brilliant court attracting many distinguished artists, and on his death the duchy and its capital passed to France. The university dates from 1768, the bishopric from 1777. Nancy was held to ransom by the Prussians in 1870, and after 1871 it profited by the immigration of many Alsatians and Lorrainers.—In Aug.–Sept. 1914 the Germans gained some of the heights of the *Grand-Couronné*, to the E., and pushed on as far as the N. outskirts of the city; but on Sept. 6–7th the Bavarians, attacking in the presence of the Kaiser, failed to capture Nancy, and on Sept. 9–12th Castelnau, taking the offensive, drove the enemy back to the frontier. Nancy was bombarded both by aeroplanes and long-range guns; and its main railway communication with Paris was hampered by the German possession of St-Mihiel (p. 159).—Nancy is the birthplace of Jacques Callot (1592–1635), the engraver; Jean-Baptiste Isabey (1767–1855), the miniaturist; and Gen. Drouot (1774–1847), 'sage of the Grande Armée.'

Turning to the right in the Place Thiers, outside the *Railway Station* (Pl. C 3), we reach the small *Place St-Jean*, whence the busy Rue St-Jean and its continuation the Rue St-Georges, forming one of the principal thoroughfares of the town, lead N.E., intersecting the Rue St-Dizier at the *Point Central*. In the Rue St-Georges is the **Cathedral** (Pl. D 2), a dull building of 1702–43 with an ornate façade and two domed towers, which was converted into a Temple of Reason during the Revolution. The sombre but harmonious interior contains some good 18th cent. woodwork and ironwork (the [illegible]ean Lamour and Jean Maire) and an interesting [illegible]. We follow the Rue de la Constitution, opposite [illegible], and pass the *Post Office* on the left.

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The *PLACE STANISLAS (Pl. C, D 2), the pride of Nancy and a striking if rather ornate achievement of 18th cent. art, was built by Stanislas in 1752–56. It is enclosed by buildings of uniform design, including the Hôtel de Ville, the former episcopal palace, the theatre, the Grand Hotel, the military club, etc. The bronze statue of Stanislas in the middle is by *Jacquot* (1831). At the N.E. and N.W. angles of the Place are two monumental fountains, with leaden statues of Neptune and Amphitrite and their allegorical retinue. The wrought-iron and gilded *Railings surrounding these, and the railings at the other corners of the square and at the ends of the Rue Stanislas and Rue St-Catherine, together with most of the balconies, are the work of the native artist *Jean Lamour* (d. 1771). The *Hôtel de Ville*, with a long façade decorated by Corinthian pilasters, contains a staircase with a wrought-iron balustrade by Lamour, two decorated halls, and the **Musée** (open free on Thurs. and Sun., 1–4 or 6; at other times 1 fr.), with a good collection of paintings of the French school, and some Old Masters.

The picture-gallery is on the **First Floor.**—ROOM I. Italian and Spanish schools: *Taddeo di Bartolo*, *Madonna (1284; the signature 'Duccio di Buoninsegna' is forged); *Perugino*, *Virgin, Child, and St. John; *Rubens*, Transfiguration (from a church in Mantua); *Ribera*, *Baptism of Christ; *Andrea del Sarto*, Tobias and the Angel.—ROOM II. *German School*, Rape of Helen; *Lucas van Leyden*, Passion; *P. Brueghel*, Village fête.—ROOM III. French school, mainly 19th century: *E. Isabey*, Dieppe harbour; *E. Delacroix*, Death of Charles the Bold at the battle of Nancy; *Aimé Morot*, End of Nero.—ROOM IV. Contemporary French school: *Manet*, *Autumn; *A. Morot*, Wives of the Ambrones at the battle of Aix; *Henner*, Nun.—ROOM V. French school, 17–18th cent.: *Mignard*, Mme C. des Salles; *Lemoyne*, Continence of Scipio; *Claude*, Chestnut-tree at sunset; *Boucher*, Aurora and Cephalus; *Clouet* (?), Four small portraits; *De Troy*, Diana resting; *Largillière*, Professor of the Sorbonne.—ROOM VI. Italian schools (mainly 17–18th cent.): *Magnasco*, Pilgrimage; *Pavona*, Apotheosis of St. Catherine; works by the *Poli*, *Cignani*, *Cerquozzi*, and others; *Francesco Tatti*, Madonna.—ROOM VII. Works by *Grandville*, the caricaturist; *J. B. Isabey*, King of Rome (pastel).

Ground Floor. Decorative Art and Sculpture, including a Head of Christ crowned with thorns, of the *School of Ligier Richier*.

The monumental fountain in the PLACE D'ALLIANCE (Pl. D 2), N.E. of the Place Stanislas, was erected by Stanislas to commemorate the treaty of alliance between the houses of Bourbon and of Austria (1756). A little farther E. is the *Botanical Garden*, adjoining which is a celebrated *School of Forestry* (founded in 1824), with a museum (entrance, 12 Rue Girardet).

At the end of the Short Rue Héré, facing the Hôtel de Ville, rises the PORTE ROYALE (Pl. C 2), a triumphal arch erected by Stanislas in 1751 in honour of Louis XV and flanked by monuments to Héré, the architect of the Place Stanislas, and to Jacques Callot (p. 163). Beyond extends the long, tree-planted *Place de la Carrière*, a 16th cent. tourney-ground of the dukes of Lorraine entirely transformed by Stanislas. On the right is the *Palais de Justice*, on the left the *Tribunal de Commerce*, while at the farther end a decorative hemicycle completes the architectural plan by connecting the houses on either side with the former *Palais de Gouvernement* (Pl. C 1; 1760), now a garrison headquarters. To the

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right of the Palais is the *Pépinière* (Pl. C, D 1), a beautiful park laid out in 1765; it contains a statue of Claude Lorrain (1600–82; p. 194), by *Rodin*.

In the Grande-Rue, parallel with the Place de la Carrière on the W., are numerous 16–17th cent. houses, characteristic of the Old Town, through which the street winds. No. 9, a 17th cent. house with a loggia, is known as the house of Callot (p. 164). The large modern Gothic church of *St-Epvre* (1872), on the left (damaged by bombardment in 1917–18), occupies the site of a church built in 1451, from the tower of which 100 Burgundian officers were hanged in 1477 in revenge for the death of the Duke of Lorraine's chamberlain. On the right, farther on, adjoining the Palais du Gouvernement, is the former **Ducal Palace** (Pl. C 1), a florid Gothic building begun by René II c. 1495 and continued by his son Antoine (1508–44), whose equestrian statue surmounts the beautiful *Gateway known as the ' Porterie,' built by Mansuy Gauvain in 1512. The surviving wing, restored after a fire in 1871, contains the MUSÉE HISTORIQUE LORRAIN (adm. 1 fr.; 9–12 and 1–5; free on Thurs. and Sun. in summer), one of the most interesting provincial collections of its kind.

GROUND FLOOR: Antiquities; *Tomb of the Prince and Princess of Beauvau, by *Ligier Richier* (16th cent.); tomb of Henri de Blamont and his wife (14th cent.). —FIRST FLOOR: *Tapestries (16th cent.) in high warp, erroneously called ' the tent of Charles the Bold '; Carved bed of Duke Antoine de Lorraine; portraits of former dukes; tapestry (15th cent.) of the Tournai school, representing the story of Esther; ironwork by *Jean Lamour*; curious terrestrial *Globe in silver-gilt and enamel, with indications of the New World, presented by Duke Charles IV to the church of Sion (1663); souvenirs of Napoleon presented to Gen. Drouot; examples of the peasant art of Lorraine; plans of Nancy.

Next to the Musée is the plain façade of the ***Franciscan Church** (*Église des Cordeliers*, Pl. C 1; adm. 2 fr.; visitors ring), built by René II in 1480–87 to commemorate the deliverance of Nancy in 1477 (p. 164). Here, after the Revolution, were collected the scattered tombs of the dukes of Lorraine.

In the N. aisle are the tombs of Antoine de Vaudémont (d. 1447) and his wife (d. 1476). The *Tomb Statue of Philippa de Gueldre (d. 1547), second wife of René II, is a masterpiece of realistic art by Ligier Richier. In a recess is the tomb of Jacques Callot (p. 161). The *Chapelle Ronde*, a graceful octagon near the sanctuary, was begun by Charles III in 1607 as a ducal burial chapel and was restored in the 18th cent. by Francis I of Austria, and later at the joint charge of Austria and France; it contains fine sculptures and black marble sarcophagi. The sculptured cupola of the chapel, and the naïve and charming monument on the left of the entry, should be noticed. In the S. aisle are tombs of Cardinal de Vaudémont (d. 1587) and of *René II (1509), the latter elaborately decorated in colours.

The Grande-Rue ends at the massive PORTE DE LA CRAFFE (Pl. C 1), dating from 1436 (not 1336, as the inscription claims), one of the most picturesque of the older monuments of Nancy, formerly used as a guard-house and prison. The gateway gives access to the Rue de la Citadelle and the *Porte de la Citadelle* (1598), with a statue of Charles III and four bas-reliefs by Florent Drouin. The Rue de la Craffe (l.) leads to

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the *Porte Desilles* (Pl. B 1), erected in 1785 in honour of the birth of the Dauphin, son of Louis XVI, and of the alliance between France and the United States. Thence the long tree-planted *Cours Léopold* (with a statue of Gen. Drouot, p. 164) extends S.E. to the *Place Carnot* (Pl. C 2), on the N. side of which a granite obelisk (1895) commemorates President Carnot. The large *University Buildings* (1858–70) on the W. side house only a part of the various faculties, the rest of which are dispersed throughout the town.

In the Rue Stanislas, to the S.E. of the Place, is the *Municipal Library* (Pl. C 2), occupying the buildings of the old University (1770–78). Thence we may return to the station (¼ m.) viâ the Place Dombasle and the *Porte Stanislas* (1760).

The Rue du Faubourg-St-Jean, S. of the station, intersects the long Rue Jeanne-d'Arc, on the W. side of which stands the *Croix de Bourgogne* (Pl. B 3), marking the spot where the body of Charles the Bold was found in a swamp after the battle of 1477 (p. 164). A little S. is the *Parc Ste-Marie* (Pl. B 4) with a thermal station (large warm swimming-bath).

The S. and S.E. quarters of the town may be visited by tramway from the Point Central (p. 164). The Rue St-Dizier leads past the *Place du Marché* (r.), at the farther end of which stands the church of *St-Sebastien* (Pl. C 3), built in 1720–31. No. 32 in the Rue Notre-Dame (behind this church), the house of Jean Lamour (p. 164), retains four wrought-iron balconies by him. The *Porte St-Nicolas* (Pl. D 3) is an early 17th cent. gateway (restored), outside which the dukes of Lorraine used to make oath to maintain the citizens' privileges before entering Nancy. The Rue de Strasbourg goes on thence through the Faubourg St-Pierre, at the end of which is the interesting church and pilgrim-resort of *Notre-Dame-de-Bonsecours* (beyond Pl. E 4), built by Stanislas in 1738–41 on the site of a chapel erected in 1484 in memory of the defeat of Charles the Bold (p. 164). The interior is decorated in the style of the Italian Renaissance. In the choir are the tombs of Stanislas (d. 1766) and of his wife Catherine Opalinska (d. 1747), and a tablet covering the heart of their daughter Marie Leczinska (d. 1768), queen of Louis XV. The statue of Notre-Dame (1505) behind the altar is said to have survived miraculously the destruction of the earlier building.

To the W. of Nancy is the *Cure d'Air St-Antoine* (tramway and funicular railway; hotel), on the borders of the beautiful *Forest of Haye* (16,000 acres), which covers the high plateau between the valleys of the Meurthe and the Moselle.

FROM NANCY TO BÉNESTROFF, 36¾ m. (59 km.), railway in 2 hrs. (26 fr. 60, 17 fr. 95, 11 fr. 70 c.). At (3¾ m.) *Champigneulles* (p. 162) we cross the Meurthe and diverge to the E. from the Paris line. The front of 1914–18 is approached beyond (10 m.) *Laitre-sous-Amance*, which has a noteworthy Romanesque church (1080). We ascend the valley of the *Seille*.—16¾ m. *Moncel*, the old frontier station, was just within the French lines, and in this region, just before the Armistice of 1918, all was in readiness for a great Franco-American attack, designed to outflank Metz.—19¼ m. *Burthécourt* is the junction for *Vic-sur-Seille* (2¼ m., E.; Hôt St-Christophe), an ancient town in a fertile valley (700 ft.) noted

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for its red wine. The church dates from the 15–16th centuries. The Monnaie is an elaborately decorated building of 1456 (restored in 1909). The *Briquetage de la Seille* in this region, apparently designed to strengthen the marshy banks of the river, is supposed to be a Roman work. The crest of the hills above Burthécourt traced the German frontier until 1918.—22¼ m. (36 km.) **Château-Salins** (1915 inhab.; *Hôt. Vallet*), on the Petite-Seille, owes its name to an old castle and to its salt-mines, dating from 1330, but now little worked. This was the first town of liberated Lorraine to be entered in the advance (Nov. 17th) after the Armistice of 1918. From Château-Salins to *Metz*, see p. 220.—36¼ m. (59 km.) *Bénestroff*, see p. 211.

From Nancy to *Dijon*, see Rte. 40; to *Épinal* and *Belfort*, see Rte. 41; to *Paris* and to *Strasbourg*, see Rte. 33.

35. FROM PARIS TO TROYES AND CHAUMONT

Railway, 162¾ m. (262 km.) in 3½–5½ hrs. (118 fr. 5, 79 fr. 65, 51 fr. 95 c.); to *Troyes*, 103¾ m. (167 km.) in 2–4 hrs. (75 fr. 25, 50 fr. 80, 33 fr. 10 c.). Trains start from the Gare de l'Est.—Expresses run by this line in summer to the 'Villes d'Eaux' (Rte. 39) and to *Gérardmer* (Vosges; Rte. 42); comp. also Rte. 38.

Road, 152 m. (245 km.).—8½ m. (14 km.) *Joinville-le-Pont*.—20½ m. (33 km.) *Tournan* (see below).—40½ m. (65 km.) *Vaudry*.—52¾ m. (85 km.) *Provins* (p. 169).—63½ m. (102 km.) *Nogent* (p. 170).—94½ m. (152 km.) **Troyes** (Rte. 36).—114¾ m. (185 km.) *Vendeuvre* (p. 170).—127½ m. (205 km.) *Bar-sur-Aube* (p. 171).—152 m. (245 km.) **Chaumont** (p. 171).

From Paris viâ (24½ m.) *Gretz-Armainvilliers* to (33 m.) *Verneuil-l'Étang*, see the *Blue Guide to Paris*. At Gretz the line to Vitry-le-François diverges to the right.

From Gretz-Armainvilliers to Vitry-le-François, 102¾ m. (165 km.), railway in 6½–7 hrs. (74 fr. 35, 50 fr. 15, 32 fr. 70 c.).—3¾ m. *Tournan* (2000 inhab.; Hôt. du Lion-d'Or) has a restored 13th cent. church and a 15th cent. gate used as the Hôtel de Ville.—6¾ m. *Marles-en-Brie*, junction for (15 m., 24 km.) *Jouy-le-Châtel* and (8¾ m., 14 km.) *Verneuil-l'Étang* (see above).—8½ m. *La Houssaye*, on the border of the Forest of Crécy (comp. p. 118), has a castle where Marshal Augereau (Duc de Castiglione) received Napoleon in 1807, and a 13–14th cent. church with Spanish pictures which attest the Marshal's well-known appetite for booty.—11 m. *Mortcerf*.—We reach the valley of the *Grand-Morin* (comp. p. 118) at (13 m.) *Dammartin-Tigeaux*.—16¾ m. *Faremoutiers* was in the British front at the outset of the battle of the Marne (noon on Sept. 6th, 1914).—21 m. (34 km.) **Coulommiers** (5613 inhab.; *Hôt. de l'Ours*), birthplace of the painter Jean de Boullongne (1591–1634), surnamed *Le Valentin*, contains the disused church of St-Denis (13–16th cent.) and a statue of Beaurepaire, who killed himself rather than surrender Verdun in 1792 (comp. p. 148). The town was sacked by the Germans on Sept. 5–6th, 1914, but retaken by Sir John French's vanguard on Sept. 7th. Motor-buses ply hence to Melun, Meaux, and La Ferté-sous-Jouarre (p. 123).—From (27½ m., 44 km.) *St-Siméon* light railways run viâ (3¾ m.) *Rebais* and (8 m.) *Sablonnières*, on the British front in the battle of the Marne, N.W. to (21 m.) *La Ferté-sous-Jouarre* (p. 123); viâ Sablonnières and (12½ m.) *Verdelot* (p. 123) N. to (32¼ m., 52 km.) *Château-Thierry* (p. 125); viâ Sablonnières N.E. to (23 m., 37 km.) *Montmirail* (p. 123); and S. to (26¾ m., 43 km.) *Nangis* (p. 169).—31½ m. *Jouy-sur-Morin*, with paper-mills.

33 m. (53 km.) **La Ferté-Gaucher** (1769 inhab.; *Hôt. du Sauvage*; *Moderne*), with a 13–16th cent. church, was on the right of the British advance (Sept. 7th, 1914).—48½ m. *Esternay* (Hôt. de l'Union), with its 16–17th cent. castle, marked the right of d'Esperey's 5th French Army at the same date. Here the branch-line from Mézy (p. 125) comes in on the left. Railway to Longueville, see p. 169; to Romilly, see p. 170.—We quit the valley of the Grand-Morin beyond (53½ m.) *Le Meix-St-Epoing*.

58½ m. (94 km.) **Sézanne** (5056 inhab.; *Hôt. de France*, R. 13–35 fr., L. or D. 16 fr.), amid vineyards, has an interesting 15–16th cent. church with a Renaissance S. portal and upper windows and a good stone reredos. To the N. and N.E. of the chalk plateau of Sézanne is a 'pocket' of clay forming the *Marshes of St-Gond*, and

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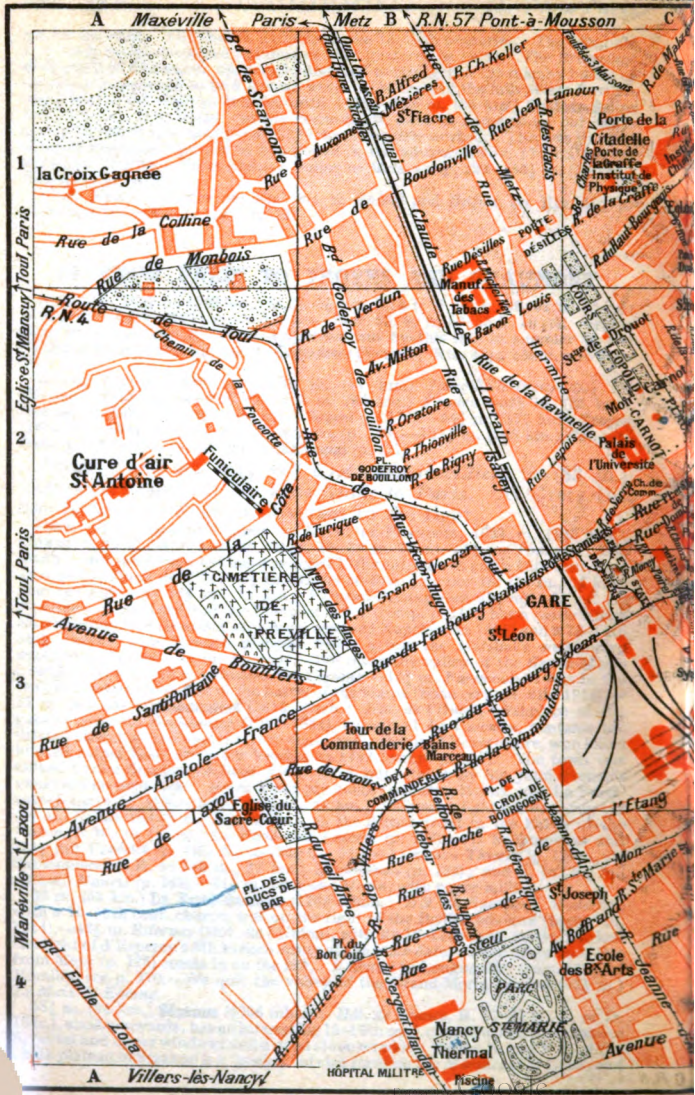
A
Maxéville
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R.N. 57 Pont-à-Mousson
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1
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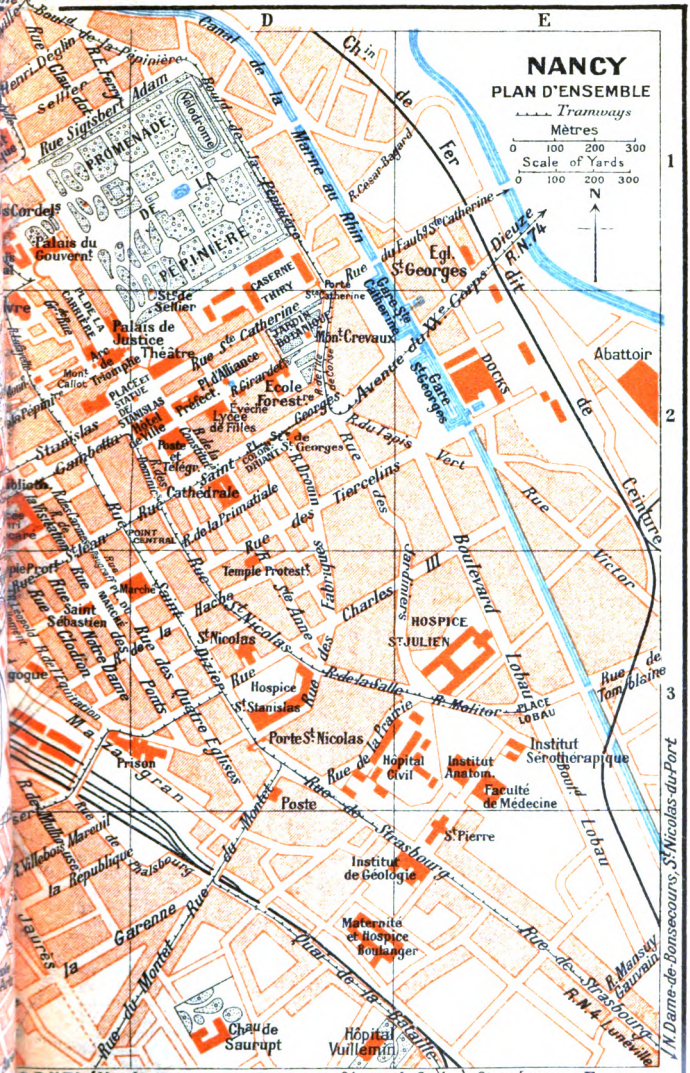
Toul, Paris
Marxville Laxou
la Croix Gagnée
Rue de la Colline
Rue de Monbois
Route R.N. 4
Chemin de Toul
Cure d'air St Antoine
Funiculaire
Côte de la Cure
Rue de la Fourette
Rue de Godefroy de Bouillon
Rue de Verdun
Av. Milton
R. Oratoire
R. Thionville
R. de Rigny
Rue de la Tunique
CIMETIÈRE DE PRÉVILLE
Rue des Juges
R. du Grand Vergan
Rue Victor Hugo
Rue du Faubourg Stanislas
Rue du Faubourg St Jean
GARE
St Léon
Rue de Sanctfontaine
Rue de Bouffiers
Rue de France
Rue de Anatole
Avenue de Laxou
Rue de Laxou
Église du Sacré-Cœur
Tour de la Commanderie
Rue de la Commanderie
Bains Marceau
Pl. de la Commanderie
Pl. de la Croix de Bourgogne
R. de Bellefontaine
R. Hoche
R. de Granmont
R. Dupont des Loges
R. du Vieil Aître
R. de Villers
Pl. des Ducs de Bar
Pl. du Bon Coin
Rue du Sergent Blandan
Rue Pasteur
St Joseph
Av. Boffrand
Rue St Marie
Rue Jeanne d'Arc
Ecole des B.A.
PARC
Nancy
Thermal
St Marie
Avenue
Piscine
Bd Emile Zola
Villers-lès-Nancy
HÔPITAL MILITAIRE
Bd de Scarpone
Rue de Auxonne
Quai Choiseul
Quai Claude Le Lorrain
Rue de Boudonville
Rue de Metz
Rue Jean Lamour
Rue Ch. Keller
R. Alfred Mézières
Ste Fiacre
Porte de la Citadelle
Porte de Craffe
Institut de Physique de la Craffe
Bd Haut Bourgeois
Rue des Glacis
Rue des Jardins
Rue des Dominicains
Rue des Quatre Églises
Rue des Tanneurs
Rue des Ponts
Rue des Maréchaux
Rue de Malzéville
Rue des Bonnetiers


NANCY
PLAN D'ENSEMBLE
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Canal de la Marne au Rhin
Ch.in de Fer
Rue de la Pépinière
PROMENADE DE LA PÉPINIÈRE
Hippodrome
Palais du Gouvern.t
Pl.ce de Sellier
Palais de Justice
Théâtre
Pl.ce d'Alliance
Préfect.e
Ecole Forestière
Lycée de Filles
Evêché
Cathédrale
Pl.ce de la Primatiale
Temple Protest.t
Hospice St Stanislas
Porte St Nicolas
Prison
Poste
Hôpital Civil
Institut Anatom.
Institut Sérothérapique
Faculté de Médecine
St Pierre
Institut de Géologie
Maternité et Hospice Boulanger
Hôpital Villemin
Ch.au de Saurupt
Egl. St Georges
Mon.t Crevaux
Abattoir
Docks
Gare St Georges
Gare Ste Catherine
Caserne Thiry
Caserne Barbot
Caserne Drouot
Hospice St Julien
Rue Ste Catherine
Rue du Faubg Ste Catherine
Rue César Bagard
Rue Sigisbert Adam
Rue Henri Déglin
Rue Claude Le Lorrain
Rue Stanislas Gambetta
Rue Jeanne d'Arc
Rue Saint Dizier
Rue des Quatre Eglises
Rue des Ponts
Rue Saint Sébastien
Rue Clodion
Rue Notre Dame de Bonsecours
Rue Hachette
Rue Ste Anne
Rue des Fabriques
Rue des Tiercelins
Rue du Tapis Vert
Rue de la Ceinture
Rue Victor
Rue de la Salle
Rue de la Prairie
Rue de Strasbourg
Rue de Montreux
Rue de la Garenne
Rue de la République
Rue de Mirabeau
Rue de Tombelaine
Rue de Lunéville
Rue de Nancy
Rue de Jaurès
Rue de Metz
Rue de Toul
Rue de Vandœuvre
Rue de Boufflers
Rue de Laxou
Rue de Maxéville
Rue de Villers
Rue de Vaudoncourt
Rue de Flandre
Rue de Gogue
Rue de Mirabeau
Rue de Maréchal de Lattre de Tassigny
Rue de Maréchal Foch
Rue de Maréchal Joffre
Rue de Maréchal Leclerc
Rue de Maréchal Juin
Rue de Maréchal Koenig
Rue de Maréchal Lyautey
Rue de Maréchal Pétain
Rue de Maréchal Ney
Rue de Maréchal Soult
Rue de Maréchal Turenne
Rue de Maréchal Vauban
Rue de Maréchal Villars
Rue de Maréchal Wagram
Rue de Maréchal Zay
Rue de Maréchal Zeller
Rue de Maréchal Zola
Rue de Maréchal Zurlinden
Rue de Maréchal Zwilling
Rue de Maréchal Zwingli
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this neighbourhood was the scene of Foch's victory over Von Bülow in the battle of the Marne (Sept. 9th, 1914; comp. p. 121). Railway to Romilly, see p. 170.—We traverse the plain of Fère-Champenoise, where the fiercest fighting of the battle of the Marne (Sept. 7–9th, 1914) has left its traces.

71½ m. (115 km.) **Fère-Champenoise** (2190 inhab.; *Hôt. de Paris*), the scene of a French defeat by the Allies in 1814, has a church with a 13th cent. tower. Railway to Épernay, see p. 126.—At (82 m.) *Sommesous* we cross the line from Châlons to Troyes (p. 176).—92 m. *Sompuis*, birthplace of Royer-Collard (p. 153). —102½ m. (165 km.) *Vitry-le-François*, see p. 152.

Beyond Verneuil-l'Étang the Chaumont line runs S.E. across the Brie plateau to (43½ m., 70 km.) *Nangis* (Hôt. du Dauphin), an old town with the 13–15th cent. church of St-Martin and the remains of a 14th cent. castle now partly occupied by the Hôtel de Ville. A light railway runs N. to St-Siméon (p. 168) and S.E. to (20½ m.) *Bray-sur-Seine*.—To the right and left lie *Rampillon* and *St-Loup-de-Naud*, with their picturesquely situated old churches. We traverse a tunnel and cross a viaduct over the *Voulzie* (view).—55½ m. *Longueville* (Buffet).

From Longueville to Esternay, 24½ m. (40 km.), railway in 1¼ hr. (18 fr., 12 fr. 15, 7 fr. 95 c.). The chief intermediate station is (4½ m., 7 km.) **Provins** (*Hôt. du Coq-à-la-Poule*; *de la Fontaine*, R. from 16 fr., L. or D. 16 fr.; *du Chevalier de la Table Ronde*, R., L. or D. 15 fr.; *du Châlet*), the former capital of the Brie, finely situated above the junction of the *Voulzie* and *Duretin*. Once a flourishing town with 80,000 inhab. (now 8447), it was ruined by pestilence (1383), the English wars, and the wars of religion. It contains many interesting old buildings, especially in the upper town, which is partially surrounded by well-preserved *Ramparts* (12–13th cent.). From the station we turn to the right and cross the bridge (left) to reach the church of *St-Ayoul* (11–16th cent.), in the lower town, a church with a noteworthy portal of the 12th cent. and a reredos and other wood-carvings by P. Blasset (1612–63), who is buried in the chapel on the left of the altar. Abélard (1122; comp. p. 170) sought refuge in the priory of which this church was a dependency. The neighbouring *Tour de Notre-Dame-du-Val* (16th cent.) belonged to another church. The Rue de la Cordonnerie leads hence (W.) to the Place du Val, with the *Post Office* and *Hôtel de Ville*, whence the Rue du Val ascends to the upper town. To the right lies the church of *Ste-Croix*, with a nave and aisles of the 13th cent. and a choir of the 16th. The conspicuous church of **St-Quiriace* (begun in 1160), remarkable for its plain massive architecture, has a large choir (early 12th cent.) and an unfinished nave (13th cent.), with a fine triforium. The cupola over the crossing is modern. In the treasury are preserved the vestments of St. Edmund of Canterbury. The crypt is interesting. St. Quiriacus was a converted Jew who assisted the Empress Helena in her search for the True Cross. A little to the W. rises the **Tour de César* or *Grosse Tour*, a massive 12th cent. keep rising on a motte now surrounded by a rampart ('Pâté-aux-Anglais') added by the English after 1432 (see below). The tower (open to visitors on application) serves as the bell-tower of St-Quiriace (view). Beyond the Place du Châtel, with its interesting old houses, is the *Grange-aux-Dîmes* (13th cent.), the tithe-barn of the canons of St-Quiriace, consisting of two carefully vaulted stories, resting on piers in the Pointed style. It now contains a 'musée lapidaire' (adm. on application). From the Place du Châtel the Rue Couverte and Rue de Jouy lead to the ramparts. To the S. of the Porte de Jouy is the *Brèche aux Anglais* through which the English entered when they captured the town in 1432.—From the Boulevard d'Aligre, N. of the town, the Chaussée de l'Hôpital leads to the *Hôpital Général*, which incorporates portions of a beautiful 14th cent. cloister and a shrine in which was placed the heart of Count Thibaut IV ('the Singer'; comp. p. 173).—Provins has long been celebrated for its crimson roses (wrongly called Provence roses), which are said to have been originally brought by the Crusaders from the Holy Land.—Autocar to Meaux and to Sens, see p. 247.

Beyond Provins the railway passes several villages contested in Sept. 1914.—24½ m. (40 km.) *Esternay*, see p. 168.

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59½ m. *Flamboin-Gouaix* is connected by a branch-line with (17¼ m., 28 km.) *Montereau* (p. 246).—We descend from the plateau of Brie into the valley of the Seine.

69 m. (111 km.) **Nogent-sur-Seine** (3544 inhab.; *Hôt. du Cygne-de-la-Croix*, R. 12 fr., L. or D. 15 fr.) has two 17th cent. bridges, and the handsome late Gothic church of *St-Laurent*, with a florid N. portal and a lofty N.W. tower surmounted by an openwork lantern representing the gridiron of the saint's martyrdom. The small Musée includes casts made by the sculptors Paul Dubois (1829–1905) and Alfred Boucher (b. 1850).

A farm about 4 m. S.E., on the road to Troyes, occupies the site of the *Abbaye du Paraclet*, founded by Abélard in 1123 for Héloïse, its first abbess, who died here (1164). The remains of Abélard were brought hither from St-Marcel (p. 316), and the 12th cent. crypt, which survives, was the resting-place of the lovers until the Revolution, after which the sarcophagus was removed to Nogent and thence to Père-la-Chaise in Paris.

74 m. *Pont-sur-Seine* has a 12–16th cent. church with mural paintings attributed to Lesueur, and (near the bridge) a stalactite cavern 1½ m. long. The ruined castle of *Foujon*, 2 m. distant, was built in 1190 by Blanche of Navarre.—80 m. (129 km.) *Romilly-sur-Seine* (Hôt. Terminus, R. from 10 fr., L. or D. 12 fr.) is an industrial town (13,047) with railway workshops.

The 19th cent. château of *Scellières*, 2 m. N.W., occupies the site of an abbey church in which the body of Voltaire, refused burial in Paris, was hurriedly interred in 1778 by the offices of his nephew, the Abbé Mignot. The remains of Voltaire were transferred hence to the Panthéon in 1791.

Branch-lines run from Romilly to (20¼ m., 33 km.) *Esternay* (p. 163), viâ (10 m.) *Villenauxe*, an old town with a 14–15th cent. church; and to (19½ m., 31 km.) *Sézanne* (p. 168), viâ (7½ m.) *Anglure* and (14½ m.) *Barbonne-Fayel*.

83¼ m. *Maizières-la-Grande-Paroisse* is notable for its church (10th or 11th cent., remodelled in the 16th cent.).—87½ m. *Mesgrigny-Méry* is the station for *Méry-sur-Seine*, on the right bank, and for (7½ m. N.E.; bus) *Plancy-sur-Aube*, an old town with a 12–16th cent. church containing good Renaissance stained glass.—91¼ m. *St-Mesmin* is named after the martyred priest Maximin whom St. Loup, bishop of Troyes, sent as envoy to Attila to beg his clemency for the episcopal city.—96¼ m. *Payns* is the native place of Hugues de Payns or Hugh de Paganis (1070–1136), founder of the order of Knights Templars in 1118.—100 m. *Barberey*, near which the 'fromages de Troyes' are made, has an interesting 12–16th cent. church, secularized in 1910.

The 16th cent. church of *Ste-Maure*, 2 m. N.E., is an interesting example of Renaissance work, with good vaulting, mullioned windows, stained glass attributed to Linard Gonthier (p. 173), and the reliquary of the patron saint.

103¾ m. (167 km.) **Troyes**, see Rte. 36.

Beyond Troyes we quit the valley of the Seine.—117¼ m. *Montiéramey* and (123½ m.) *Vendeuvre-sur-Barse* (Hôt. André) both have churches of interest.—130½ m. *Jessains* is the junction for Châlons, see p. 179.—The line ascends the winding river *Aube*.

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137¼ m. (221 km.) **Bar-sur-Aube** (*Hôt. St-André; du Commerce*), prettily situated at the foot of wooded hills, is an old town (4283 inhab.) where, in 1814, the Allies checked Marshal Mortier. A chapel on the bridge marks the spot where Charles VII, in 1440, caused the rebellious Bastard of Bourbon, sewn up in a sack, to be thrown into the river. The church of *St-Pierre*, of the late 12th cent., has quaint exterior wooden galleries (15–16th cent.) extending along its W. front and S. side, while within is a Romanesque triforium, partly walled up. The floor is considerably below ground level. The church of *St-Maclou* (12–15th cent.) retains Romanesque N. and S. portals and a square Gothic tower.

The Chapelle Ste-Germaine (1155 ft.), above the left bank of the Aube, offers a fine view. On this height was the Gallo-Roman oppidum from which Bar-sur-Aube sprang.

Beyond (142¼ m.) *Bayel* the valley of the Aube becomes very picturesque.—145¼ m. *Clairvaux* lies amid forests.

About 1 m. W., in a wild glen, is the Cistercian **Abbey of Clairvaux** (*Clara Vallis*), founded in 1115 by St. Bernard, afterwards one of the most notable monasteries in France, and now a convict prison. The present huge buildings (adm. by permit from the Ministry of the Interior) date from the 18th cent., but parts of the former church and of a vaulted cellar, both of the 12th cent., are incorporated in them.

At (155¼ m.) *Bricon* the railway from Châtillon (p. 172) comes in on the right.—Beyond (159⅓ m.) *Villiers-le-Sec* the valley of the *Suize* is crossed by a long *Viaduct in three tiers, 164 ft. high.

162¾ m. (262 km.) **CHAUMONT** .or *Chaumont en-Bassigny* (*Hôt. de France*, R. 12–50 fr., L. or D. 16 fr.; *du Centre*; *de la Gare*), the chief town (14,559 inhab.) of the department of the *Haute-Marne*, stands on an abrupt and desolate plateau (1063 ft.) above the confluence of the Suize and the Marne.

Chaumont (*Calvus Mons*), in turn a seat of the counts of Bassigny and of Champagne, was afterwards a fortress. Here, in 1814, was concluded the treaty of Chaumont, by which England, Austria, Russia, and Prussia formed an alliance against Napoleon. In 1918 Chaumont became the G.H.Q. of the American Army. Edmé Bouchardon (1698–1762), the sculptor, was born here.

A short street opposite the station entrance leads to the *Square Philippe-Lebon* (view of the town from the terrace). Hence we descend the Rue de la Tour-Charton and ascend the Rue St-Jean in order to reach the church of **St-Jean-Baptiste**, a 13–16th cent. building with two towers above its rather austere W. front, and with richly sculptured side portals. The carved pulpit in the 13th cent. nave is by the father of Bouchardon (see above). In a small chapel of the N. aisle is a striking Entombment (1471) of 11 figures, in coloured stone, over life-size. In the N. transept is an openwork spiral staircase; and in the S. transept are a fresco of 1549 (Martyrdom of St. Hippolytus) and a Holy Family. In the 5th choir-chapel is a Jesse Tree (16th cent.), and in other chapels are carvings attributed to the elder Bouchardon.

The Rue du Palais leads N.W. from the church to the *Palais de Justice*, built on the site of the old castle of the

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counts of Champagne, of which the square 9th cent. keep, called the *Tour Hautefeuille*, survives (panorama). In the opposite direction (S.E. of the church) is the *Place de l'Hôtel-de-Ville*, whence the Rue de Buxereuilles, the principal thoroughfare, ascends past the *Lycée* (Jesuit chapel of 1729) to the *Musée* (open free on Thurs. and Sun., 1 to 3 or 4; at other times on application) containing Gallo-Roman and other collections, paintings of various schools, and a *Head of Christ by *Dürer*.

FROM CHAUMONT TO NEUFCHÂTEAU, 39 m. (63 km.), railway in 1¼–1¾ hr. (28 fr. 40, 19 fr. 15, 12 fr. 50 c.). From Chaumont to (8¾ m.) *Bologne*, see p. 178. The railway crosses the Marne and its canal, and mounts a plateau.—At (18 m.) *Andelot*, on the Rognon, a treaty was made in 587 between Gontran of Burgundy and Childebert II of Austrasia in which historians have detected a germ of the feudal system.—19¾ m. *Rimaucourt*, junction for Gudmont, see p. 178.—We traverse the watershed separating the Marne and the Meuse basins.—39 m. (63 km.) *Neufchâteau*, see p. 190.

The branch-railway from Chaumont to (34¾ m., 56 km. S.W.) *Châtillon-sur-Seine* (p. 176) runs viâ (7½ m.) *Bricon* (p. 171) and (12¼ m.) *Châteauvillain*.

From Chaumont to *Châlons*, see Rte. 37; to *Belfort* and *Basle*, see Rte. 38.

36. TROYES

TROYES, the former capital of Champagne, now the chief town (58,142 inhab.) of the department of the *Aube*, with important manufactures of hats, is one of the most interesting towns in France for the lover of art. Its fine Gothic cathedral and its other churches both in the town and its environs, are not only interesting in themselves, but are rich in works of art of the 15–17th cent., and especially in Renaissance stained glass. The narrow streets abound in picturesque timbered houses, but the walls have been replaced by boulevards or 'mails' (malls). The town, situated in the broad green valley of the *Seine*, is intersected by numerous small branches (often vaulted) of the river, but its chief waterway is the *Canal de la Haute-Seine*, dividing the commercial quarter, on the W. bank, from the older town, which like Paris was originally founded on an island.

Hotels. TERMINUS (Pl. d; B 3), Boul. Carnot, R. 16–60 fr., L. or D. 18 fr.; MODERNE ET DES COURRIERS (Pl. a; C 3), Rue de l'Hôtel-de-Ville, R. 12–25 fr., L. or D. 14 fr.; ST. LAURENT (Pl. b; C 3), Rue Émile-Zola, R. 15–35 fr., L. or D. 15 fr.; DE LA GRANDE-POSTE ET DU COMMERCE (Pl. c; C 3), Rue Émile-Zola, R. 14–35 fr., L. or D. 15 fr.; DE FRANCE (Pl. e; C 2); DE LA GARE.

Restaurants. *Butat*, 50 Rue de Turenne; *de la Monnaie*, 66 Rue de la Monnaie.—CAFÉS: *du Lion-de-Belfort*, 1 Av. Doublet; *de Paris*, 23 Place Jean-Jaurès; *Foy*, Place de la Vieille Bouderie; etc.

Post Office (Pl. C 3), 1 Rue Charbonnet.—SYNDICAT D'INITIATIVE, 99 Rue Thiers.—BANKS: *Crédit Lyonnais*, 12 Place Audifred; *Société Générale*, 113 Rue Émile-Zola.

Autocar to *Rheims* daily in 2¾ hrs. viâ Sézanne and Épernay (40 fr.).

History. Troyes, the Roman *Augustobona* and the chief town of the *Tricassi*, was long ruled by its bishops, the most famous of whom, St. Loup or Lupus (426–79), saved it from the scourge of Attila (comp. p. 170); but from the 9th cent. until its formal union with the French kingdom under Philip VI (1328–50) it was the capital of the counts of Champagne (p. 118), who encouraged the cele-

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brated fairs which are said to have standardized 'Troy weight.' The Jews of Troyes, favoured by the counts, were noted for enlightenment. The town took the part of the Burgundians after Agincourt; and the Treaty of Troyes (May 21st, 1420) assigned the hand of Catherine, daughter of Charles VI of France, to Henry V of England (see below), together with the succession to the French throne in defiance of the Salic law. Nine years later the town opened its gates to Charles VII and Joan of Arc. Troyes later became an artistic centre (c. 1480–1635), with a famous school of sculpture, of which the chief masters were Jean Gailde, Nicolas Cordonnier, Haslin, Jacques Bachot, Jacques Juliot, the Italian Domenico del Barbiere, and François Gentil; while its school of glass-painting, represented by Jean Soudain, Jean Macadré, and Linard Gonthier, prolonged the French Renaissance. Under Henri IV it had 60,000 inhab., but the revocation of the edict of Nantes banished many of its industrious Huguenots.—Among famous 'Troyens' are Jacques Pantaléon (1185–1264), the shoemaker's son, afterwards Pope Urban IV; Thibaut the Singer (1201–53), count of Champagne; the poets Chrestien de Troyes (d. 1191) and Jean Passerat (1534–1602); the sculptors François Girardon (1628–1715) and Pierre Simart (1804–57); and the painter Pierre Mignard (1610–95) and his brother Nicolas (1608–68; 'Mignard d'Avignon').

At the end of the short Avenue de la Gare we cross the boulevards (*Monument* of 1870) and enter the Rue Thiers, one of the main thoroughfares. The church of **Ste-Madeleine** (Pl. B, C 3), on the right, with its great Renaissance tower, was originally planned in the form of a Greek cross (early 13th cent.), but was remodelled in 1495–1508 by the architect and sculptor *Jean Gailde* (Giovanni Gualdo). The stone *Roodloft within, consisting of three Flamboyant arches surmounted by an open parapet, is the masterpiece of Gualdo, who declared that beneath it he would "await the Day of Judgement without fear of being crushed." The statue of St. Martha, by the S.W. pillar of the crossing, is one of the best examples of the Troyes school of sculpture. The choir contains some fine painted glass (16th cent.).

In the Rue de Palais-de-Justice, just S. of the church, is the *Hôtel de Marizy*, a restored building of 1531–45 which retains a charming corner-turret and a large ground-floor window with a contemporary grille. Leaving this on the right, we follow the narrow and picturesque Rue des Chats, with its gabled houses, as far as the Rue Champeaux. Here, on the left, is the *Hôtel des Ursins*, another house partly of the Renaissance. The short Rue Paillot-de-Montabert (r.) leads to the 14–16th cent. church of **St-Jean-au-Marché** (Pl. C 3), in which Henry V and his beautiful Kate (see above) were married on June 2nd, 1420. The exterior is much mutilated and the belfry collapsed in 1911; but the interior contains a fine Visitation of 1515 (in the 3rd chapel to the right of the choir); a high altar sculptured by Girardon and surmounted by a Baptism, the work of Pierre Mignard; and painted glass of the 16th cent., including some by Linard Gonthier. The Rue Urbain-IV, another picturesque survival of old Troyes, leads to the Place de l'Hôtel-de-Ville (Pl. C 3). The Minerva on the façade of the *Hôtel de Ville* (1624–70) was originally a figure of Liberty, erected in 1793. Adjoining is the old *Maison Consulaire* (1570–94).

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In the Rue de l'Hôtel-de-Ville, which opens N.E. of the square, is the church of ***St-Urbain** (Pl. C 2, 3), one of the most beautiful of 13th cent. churches, remarkable for its detailed forecast of the Flamboyant style. It was begun in 1262 by Pope Urban IV on the site of his father's shop, but was never finished beyond the choir and nave. The façade was added during a restoration in 1875–1905. The graceful arrangement of the gabled windows deserves notice. Among the figures in the stained-glass windows (13–14th cent.) appear Pope Urban and his nephew, Card. Ancher, who continued the building of the church. Just beyond St-Urbain we turn to the left to reach the church of **St-Rémi** (Pl. C 2), a Gothic building with a belfry of 1386 and an elegant spire. The windows of the apse preserve their 15th cent. grilles, and the vaulting of this end is noteworthy. The bronze statue of Christ above the high altar is by Girardon.

The Rue de l'Hôtel-de-Ville is continued beyond the canal, by the Rue de la Cité, which traverses the old Gallo-Roman town, passing on the right the *Hôtel-Dieu*, with its fine wrought-iron railing (1759), and leading to the Place St-Pierre.

The ***Cathedral** (*St-Pierre-et-St-Paul*; Pl. D 2) would rank among the noblest of Gothic churches but for a certain deficiency in height. Every period of Gothic art, except the earliest, is well represented.

HISTORY. The cathedral was begun in 1208 by Bp. Hervée under Blanche of Navarre, and the choir and part of the transepts were finished in 1314; but the nave was still unfinished when, in 1429, the building was consecrated in the presence of Charles VII and Joan of Arc (p. 173). Among later architects were Jeançon Granache, Martin Chambiges, and Jean de Soissons, but the work was much retarded by subsidence, and the solitary W. tower was not completed until 1640.

The WEST FRONT is a splendid example of the Flamboyant style, well marked in the characteristic open fleurs-de-lys forming friezes above the three portals. Most of the statues and bas-reliefs were lost at the Revolution. The Renaissance tower, with its double lanterns, is 242 ft. high. The cathedral is 374 ft. long, 167 ft. wide, and only 96 ft. high exclusive of the vaulting.—The wealth of *Stained Glass of all periods gives the dominant impression in the interior, which shows anomalies of restoration, but preserves also beautiful effects of perspective. In the NAVE the large rose-window (Christ and the Apostles) was painted by J. Soudain (1547); and in the 4th Chapel of the N. aisle is one of the most celebrated windows of Linard Gonthier (The Mystic Wine-Press; 1625). In the 1st chapel of the S. aisle is a gilded terracotta group (Baptism of St. Augustine) attributed to François Gentil (1549). —The rose-windows of the TRANSEPTS are noteworthy.— The CHOIR has been almost completely rebuilt, and its windows and arches present many singularities. In the apsidal chapels are important remains of the original 13th cent. paving, and in the chapel behind the altar is a Virgin by Simart (1845).

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The *Treasury (adm. on application), in a charming vaulted room of the 13th cent., contains the reliquaries of St. Lupus (see p. 172), and of St. Bernard and St. Malachi (12th cent.; enamelled); a 10th cent. Byzantine ivory box; a chiselled copper chest presented by Blanche of Castile; precious stones, part of the booty of the Fourth Crusade; and some very rare guipure lace (12-14th cent.).

In the Rue du Musée, which opens on the left of the Place St-Pierre, is the *Public Library* (Pl. D 2; open daily 1–3, except Wed.), with 32 stained-glass windows by Linard Gonthier and his school, brought from the old Hôtel de l'Arquebuse and representing events in the lives of Henri III, Henri IV, Louis XIII, and Anne of Austria, etc. The **Musée** (entrance, 21 Rue du Musée; adm. free on application; gratuity) includes sculptures and casts illustrating the Champagne school at various periods, and paintings of the French and Flemish schools. The 18th cent. building is the only surviving relic of the famous abbey of St. Lupus, erected above the tomb of the saint.

ARCHÆOLOGICAL MUSEUM (in the courtyard and cloister): Gallo-Roman and Merovingian 'finds': Limoges and other enamels.—SCULPTURE GALLERY (left wing). *Girardon*, busts of Louis XIV and Maria Theresa; *Alfred Boucher*, several works; *Paul Dubois*, original sketches in plaster and tomb of Gen. de Lamorcière (d. 1865); *P. Simart*, sculptures and casts.—PICTURE GALLERY (first floor). *Watteau*, The enchanter, The adventuress; *Boucher*, The Spirits of the fine arts; *P. Mignard*, *Portraits of Mme de Montespan and Anne of Austria; *C. Natoire*, Jupiter and Hebe, Love scattering flowers, etc.—NATURAL HISTORY MUSEUM: good ornithological collections.

The Rue de la Cité, beyond the cathedral, leads to the church of *St-Nizier* (Pl. E 1), a late Gothic and Renaissance building with a good triple portal (1574) in the Italian style, and other earlier porches. It retains good stained glass and an Entombment with 8 figures (school of Troyes). We retrace our steps through the old town, recross the canal, and turn to the left into the Place de la Préfecture (Pl. D 2, 3), whence the Rue Émile-Zola leads back towards the station. On the left, in the Rue de Turenne, is the church of **St-Pantaléon** (Pl. C 3), a striking edifice of 1508–50, richly decorated with sculptures, which contrast oddly with the simplicity of its wooden roof. It contains numerous works of art, many of which were saved from other churches at the Revolution. The pillars are embellished by a double row of canopied statues, including St. James, a seated Virgin (16th cent.), St. Nicolas, and Faith and Charity (by Domenico del Barbiere, of the Troyes school). The *Windows in grisaille in the S. aisle are attributed to Jean Macadré (16th cent.), and the bronze panels of the pulpit are by Simart. A large Calvary in a chapel of the S. aisle, with quaint figures in a gallery, and a coloured group (St. Crispin) in an adjoining chapel, include figures by Gentil. The *Hôtel de Vauluisant*, opposite, is a Renaissance mansion flanked by turrets.

The Rue de Turenne and its continuation (tramway) lead to (½ m.) the parish church of **St-Gilles** (Pl. C 4), an architectural curiosity, built entirely of wood in the early 16th century. The building (open only on Sunday mornings for mass; key at 52 Faub. de Croncels) contains several good triptychs.

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From the end of the Rue Émile-Zola we cross the *Place Jean-Jaurès* (Pl. B 3), with its monument to the worthies of Troyes, to reach the Renaissance church of **St-Nicolas** (Pl. B 4), on the boulevards, which has a modern façade and a Gothic choir and N. portal. The statues of David and Isaiah beside the attractive S. portal are by Gentil (1553). The interior is characterized by its vaulted gallery, in which is a Scourging of Christ attributed to Gentil. The windows in grisaille and several of the sculptures are interesting.—We regain the station (5 min.) viâ the Boulevard Victor-Hugo.

To the W. of the station the Rue Voltaire leads to **Ste-Savine** (7942 inhab.), a suburb of Troyes, with a 16th cent. church, rich in stained glass and carvings.—Near Troyes are the interesting late Gothic and Renaissance churches of *St-Martin-lès-Vignes* (1 m. N.W.; stained glass by Gonthier), *Les Noës* (2 m. W.N.W.; Louis XIII portals), *St-André* (2 m. W.S.W.; **Flamboyant** façade), and *Pont-Hubert* (2 m. N.E.; 16th cent. glass).

From Troyes to Châlons, 58½ m. (94 km.), railway in 2¼ hrs. (42 fr. 35, 28 fr. 60, 18 fr. 65 c.). We cross the watershed between the valleys of the Seine and the Aube.—23½ m. (38 km.) *Arcis-sur-Aube* (2802 inhab.; Hôt. Piat-Tallot) was the birthplace of Danton (1759–94). The church of St-Étienne (15–16th cent.), has a good portal.—36 m. *Mailly* is the station for the *Camp de Mailly* (42 sq. m.). —40½ m. *Sommesous*, and thence to (58½ m., 94 km.) *Châlons*, see p. 144.

From Troyes to Châtillon-sur-Seine, 41½ m. (67 km.), railway in 2 hrs. (30 fr. 20, 20 fr. 35, 13 fr. 30 c.).—We ascend the valley of the Seine, in which are many interesting parish churches.—20½ m. *Bar-sur-Seine* (Hôt. du Commerce), a picturesque town of 2535 inhab., was the birthplace of Joanna, queen of Navarre and countess of Champagne, whose marriage with Philip the Fair in 1286 led to the union of Champagne with France (p. 118). The 16–17th cent. church of St-Étienne has good stained glass (some in grisaille) and interesting bas-reliefs from the lives of the Virgin and St. Stephen. About 3 m. S. is *Neuville-sur-Seine*, birthplace of Paul de Chomédy (d. 1676), Sieur de Maisonneuve, the founder of Montreal (1642; tablet in the Hôtel de Ville).—From (23½ m., 38 km.) *Polisot* a light railway runs to *Cunfin* (15½ m., 25 km. E.) and to *Les Riceys* (6¾ m., 11 km. S.), a former walled town.—33 m. *Mussy-sur-Seine* (Hôt. de la Gare) has a 13–15th cent. church containing the *Tomb of Guillaume de Mussy and his wife (late 13th cent.) and other sculptures.—At (40½ m.) *Ste-Colombe* the railway from Nuits-sous-Ravières (p. 253) comes in on the right.—41½ m. (67 km.) **Châtillon-sur-Seine** (*Hôt. de la Gare et Pavillon Bleu*, R. 14–35 fr., L. or D. 16 fr.; *de la Côte-d'Or*), pleasantly situated on two arms of the Seine, is an old feudal town (4166 inhab.) in a region dotted with walled 'bourgades.' Here, in Feb. 1814, an Allied Congress offered Napoleon the throne of France with its boundaries as before the Revolution, a proposal rejected by the emperor. The church of *St-Vorles* (begun in 991), with a 12th cent. central tower and a heavy 17th cent. belfry at the W. end, contains good frescoes and an Entombment with 11 life-sized figures. Behind the church are some ruins of a 13th cent. castle of the dukes of Burgundy, and the tomb of Marshal Marmont (1774–1852), a native of Châtillon. The modern *Château de Marmont* (tablet) was Joffre's headquarters at the beginning of the German retreat in Sept. 1914. The source of the *Douix*, a short but beautiful tributary of the Seine, is much visited.—**Railway** from Châtillon to Chaumont, see p. 172; to *Dijon*, see pp. 276–277; to *Nuits-sous-Ravières* (see p. 253; to *Is-sur-Tille*, see p. 191.

From Troyes to St-Florentin, 34½ m. (56 km.), railway in 1¾ hr. (25 fr. 25, 17 fr. 5, 11 fr. 10 c.).—13¾ m. *Jeugny* is the station for (7 m. E.; bus) *Chaource* (598 inhab.; Hôt. des Fontaines), an ancient town with a Gothic and Renaissance church rich in sculptures including an Entombment of 1515.—23 m. *Ervy-le-Châtel* and (29¼ m.) *Neuvy-Santour* likewise have fine churches.—34¾ m. (56 km.) *St-Florentin*, see p. 251.

Another branch runs from Troyes to (26 m., 42 km.) *Brienne-le-Château* (p. 178) viâ (6¾ m.) *Thennelières* and (12¼ m.) *Rouilly-Géraudot*, both of which have good churches.

From Troyes to *Paris* and to *Chaumont*, see Rte. 35; to *Sens*, see p. 249.

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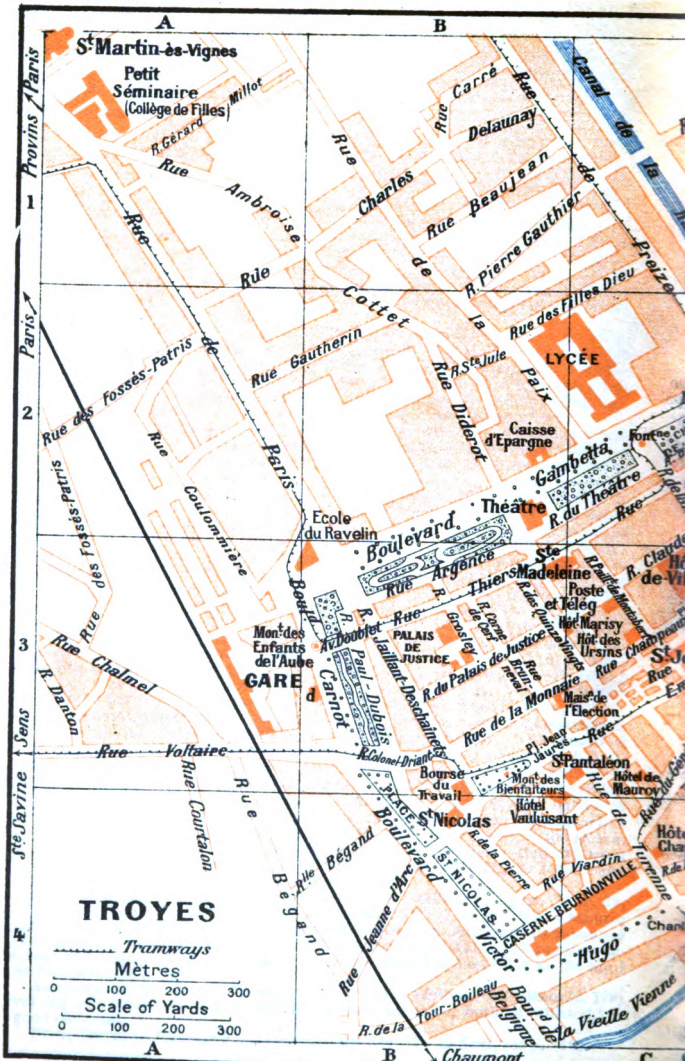

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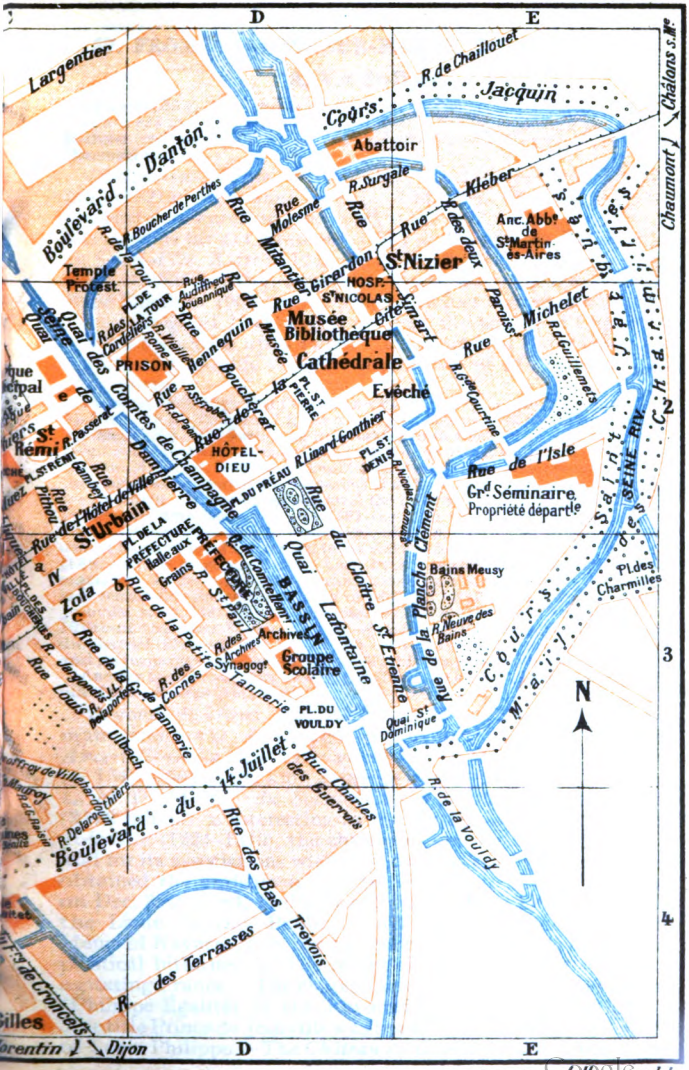

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37. FROM CHÂLONS-SUR-MARNE TO CHAUMONT

A. Viâ St-Dizier

RAILWAY, 83 m. (134 km.) in 2–4 hrs. (60 fr. 35, 40 fr. 75, 26 fr. 55 c.).
ROAD, 82½ m. (133 km.).—20½ m. (33 km.) *Vitry* (p. 152).—38½ m. (62 km.) **St-Dizier** (see below).—57 m. (92 km.) *Joinville* (see below).—82½ m. (133 km.) **Chaumont** (p. 171).

Châlons-sur-Marne, see p. 142; and thence to (28 m.) *Blesmes-Haussignemont*, see p. 153. The line runs S.E., presently re-entering the valley of the Marne, which is ascended as far as Chaumont.—38½ m. (62 km.) **St-Dizier** (*Hôt. du Soleil-d'Or*, R. from 12 fr., L. or D. 13 fr.) is a metal-working town (15,925 inhab.), formerly a fortress. A monument (by René Carillon, 1905) in the Place d'Armes commemorates the famous siege of 1544, which delayed the march of Charles V and his Spaniards upon Paris. The church of *Notre-Dame* has a 15th cent. Gothic façade; the church of *St-Martin* a 13th cent. portal.

FROM ST-DIZIER TO DOULEVANT-LE-CHÂTEAU, 24½ m. (40 km.), railway in 1½–3 hrs. (18 fr., 12 fr. 15, 7 fr. 95 c.).—7½ m. *Éclaron*.—15 m. (24 km.) **Wassy-sur-Blaise** (*Hôt. de la Gare*) is an ironworking town (2860 inhab.), notorious for a tragic event that became one of the contributing causes to the wars of religion. On Sun., March 1st, 1562, the Duke of Guise, the governor, while attending mass in the church was disturbed by the psalms of a Protestant congregation in a neighbouring barn. In the ensuing quarrel the duke was struck by a stone and 60 Protestants were massacred. In 1591 the town was sacked by the Leaguers. The 11–16th cent. church of *Notre-Dame*, which in some details recalls the cathedral of Langres, has a fine central tower and two sets of transepts; the W. portal (13th cent.) is much mutilated. Close by is a modern barn on the site of the massacre. In the building (1750) which houses the Hôtel de Ville and the Library is a remarkable astronomical clock of 1800–32. Railway to Brienne and to Joinville, see p. 179.—24½ m. *Doulevant-le-Château* (Hôt. de la Paix). The 17–18th cent. château at *Cirey-sur-Blaise*, 3½ m. S., was the property of the Marquise du Châtelet (1706–49), the 'belle Émilie' of Voltaire, who fitted it up for himself and his temperamental hostess and made it his headquarters from 1734 to 1749.

Another branch runs from St-Dizier to (18 m., 29 km.) *Montier-en-Der* (p. 178), viâ (7½ m.) *Éclaron* (see above).

Beyond St-Dizier the valley of the upper Marne, with many ironworks, is fringed by vineyards.—From (42½ m.) *Ancerville-Guë* a light railway runs E. to (20½ m.) *Menaucourt* (p. 154).—56½ m. (91 km.) **Joinville** (*Hôt. Moderne*, R. 12–45 fr., L. or D. 14 fr.; *du Soleil-d'Or*), a prettily situated town (3592 inhab.), is interesting as the birthplace of Jean, Sire de Joinville (1224–1319), the chronicler and friend of St. Louis, and for its associations with the powerful family of Guise, who obtained the lordship in the 16th century. In the château, on Dec. 31st, 1584, Philip II of Spain and the Leaguers signed the Ligue du Bien-Public, which was intended to exclude Henri of Navarre from the succession to the throne and added political bitterness to the religious animosity that was then agitating France. The château was sold by the Duc d'Orleans (Philippe-Égalité) at the Revolution and was pulled down. The title Prince de Joinville was borne by the third son (d. 1900) of Louis-Philippe.—The *Château du Grand-Jardin*, a 16th cent.

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country-seat of Duc Claude de Guise, stands in an attractive park. The *Hôtel de Ville* contains two alabaster statues from the tomb of Claude (d. 1550), by Florentin of Troyes. The bronze statue of Jean de Joinville near the bridge is by Lescornel (1861). The church of *Notre-Dame*, into which we descend by a flight of 12 steps from the W. portal, is a 16th cent. building.—The *Hôpital Ste-Croix* and the *Chapelle Ste-Anne* preserve some relics of the Guise family.

A branch-line connects Joinville with (22¼ m., 36 km.) *Gondrecourt* (p. 154). —From Joinville to *Brienne*, see below.

Near (59½ m.) *Fronville-St-Urbain* are ruins of an important Benedictine abbey (12–16th cent.).—64½ m. *Gudmont* is a junction for (13 m. S.E.) *Rimaucourt* (p. 172).—The railway crosses the Marne and its canal three times before reaching (69½ m.) *Vignory* (Hôt. de la Gare), which has a *Church of 1030–49, containing good sculptures, and ruins of a 13th cent. castle.—75 m. *Bologne* has an old château on an island in the Marne. Railway to Neufchâteau, see p. 172.

83 m. (134 km.) **Chaumont,** see p. 171.

B. Viâ Brienne-le-Château

Railway, 85 m. (137 km.) in 5¼–6 hrs. (61 fr. 70, 41 fr. 65, 27 fr. 15 c.). Carriages are changed at Vitry-le-François and Bar-sur-Aube.

Road, 84½ m. (136 km.).—To (20½ m.; 33 km.) *Vitry*, see p. 177.—45½ m. (73 km.) *Brienne* (see below).—59½ m. (96 km.) *Bar-sur-Aube* (p. 171).—84½ m. (136 km.) **Chaumont** (p. 171).

Châlons-sur-Marne, see p. 142; thence to (19¾ m., 32 km.) *Vitry-le-François*, see p. 152. The line now runs S., and beyond (36 m.) *Chavanges* crosses the *Voire*.—41 m. *Valentigny* is the junction for Montier-en-Der (see below).

44¾ m. (72 km.) **Brienne-le-Château** (1852 inhab.; *Hôt. de la Croix-Blanche*, R. 10–25 fr., L. or D. 12 fr.; *au Soleil Luisant*), or *Brienne-Napoléon*, on a height about 1 m. from the right bank of the Aube, had a military school (suppressed in 1790) at which Napoleon studied from 1779 to 1784, leaving it at the age of fifteen. Thirty years later (Jan. 29th, 1814) the Emperor gained a partial success here over Blücher. To Brienne, which was partly destroyed by his artillery, Napoleon left a legacy of a million francs, of which 400,000 fr. were eventually paid by Napoleon III in 1854. The handsome *Château* (1770–8) has an interesting picture-gallery, containing many royal and ducal portraits of the 17th and 18th cent. (adm. to the park only). In front of the Hôtel de Ville is a statue, by Rochet (1859), of Napoleon as a military cadet. Of the school only an uninteresting fragment remains in a garden off the Grande-Rue. Bourrienne, Pichegru, and Davoust were likewise cadets here. The late-Gothic *Church* contains some good 16th cent. stained glass.

From Brienne to Joinville, 38 m. (61 km.), railway in 2¾–4 hrs. (27 fr. 50, 18 fr. 55, 12 fr. 10 c.). We ascend the valley of the Voire.—16¼ m. (26 km.) **Montier-en-Der** (1418 inhab.; *Hôt. des Voyageurs*) derives its name from a monastery founded in 671 in the *Forest of Der* (by St. Bercaire). The abbey-

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church has a nave and aisles of 992 (restored), a choir of good local type (late 12th cent.), and 13th cent. mural paintings in the nave. At *Ceffonds*, to the S. of the railway, is a church of the 12–16th cent. with a Romanesque belfry and 16th cent. glass. Railway from Montier to St-Dizier, see p. 177.—23 m. *Wassy*, see p. 177.—38 m. (61 km.) *Joinville*, see p. 177.

Beyond Brienne we ascend the right bank of the Aube.—Near (48½ m.) *Dienville* is *La Rothière*, the field of Napoleon's victory over the Allies (Jan. 30th, 1814).—52¾ m. *Jessains*, and thence to (85 m., 137 km.) **Chaumont**, see pp. 170–171.

38. FROM PARIS TO BELFORT AND BASLE

RAILWAY, 326 m. (526 km.) viâ Mulhouse, in 6¼–9 hrs. (c. 236 fr. 95, 159 fr. 95, 104 fr. 25 c.), or 337½ m. (544 km.) viâ Delle, in 9–12 hrs.; to *Langres*, 184½ m. (297 km.) in 4 hrs. (133 fr. 80, 90 fr. 30, 58 fr. 85 c.); to *Belfort*, 275 m. (443 km.) in 5¼–7 hrs. (199 fr. 55, 134 fr. 70, 87 fr. 80 c.). Through expresses run by this line in summer to the 'Villes d'Eaux' (Rte. 39) and to Gérardmer (Vosges; Rte. 42); comp. also Rte. 35.—Some through expresses to Berne take this route as far as Delle.—AIR SERVICE daily (Suns. excepted) in 3 hrs.; fare 395 fr.; book at Airways House, 38 Avenue de l'Opéra, Paris, or other agents'.

ROAD, 303¾ m. (489 km.). To (152 m., 245 km.) *Chaumont*, see p. 168. 174 m. (280 km.) **Langres** (see below).—206 m. (332 km.) *Combeaufontaine* (p. 183). —221¼ m. (357 km.) **Vesoul** (p. 182).—241 m. (388 km.) *Lure* (p. 183).—260¾ m. (420 km.) **Belfort** (p. 184).—280¼ m. (451 km.) *Altkirch* (p. 241).—303¾ m. (489 km.) **Basle** (p. 244).

From Paris to (162¾ m., 262 km.) *Chaumont*, see Rte. 35.—After crossing the plateau of Chaumont the line descends into the picturesque valley of the Marne (good views on the left). —167¾ m. *Luzy*. The *Château du Val-des-Écoliers*, 1¼ m. from the station, incorporates parts of an abbey founded in 1211 as a kind of monastery school by four doctors of the university of Paris, where it maintained several students. —170¼ m. *Foulain*.

Nogent-en-Bassigny (Hôt. du Commerce), 7½ m. (12 km.) E. by light railway, is noted for its cutlery.

The winding valley presently narrows into a rocky defile. —On the right we pass the conical height of *Les Fourches* (1436 ft.), with its chapel; and farther on rises the *Montagne de Langres*.

184½ m. (297 km.) **LANGRES** (6886 inhab.), an ancient cathedral town and a first-class fortress, is finely placed on a spur of the plateau of Langres, 1551 ft. above the sea, between the valleys of the Marne and the Bonnelle. Itself surrounded by ramparts, Langres is the centre of an entrenched camp.

Railway Stations. *Langres-Marne* (Buffet-Hôtel), the main station, connected with the town by rack-and-pinion railway (10 min.; up 1 fr. 80, 1 fr. 50; down 1 fr. 50, 1 fr. 25, return 2 fr. 85, 2 fr. 35 c.).—*Langres-Bonnelle*, on the line to Poinson-Beneuvre.

Hotels. DE L'EUROPE, Rue Diderot; DE LA POSTE, Place Ziegler, R. 12–30 fr., L. or D. 15 fr.; DU FAISAN, Rue Diderot, R. 10–40 fr., L. or D. 12 fr.; DU CHEVAL BLANC, R. 14–30 fr., L. or D. 12 fr.; BUFFET-HÔTEL.

Post Office, Rue de Nevers, near the cathedral.

Syndicat d'Initiative, 12 Place Diderot.

History. Langres was the capital of the *Lingones*, allies of Cæsar in Gaul, one of whose chiefs was Sabinus, who tried to found a Gallic empire after Nero's

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death (A.D. 71). The church was founded at the end of the 2nd cent. by St. Benignus, its first bishop. In 301 the Germans were defeated under its walls, leaving (it is said) 60,000 dead on the field; but in 407 the invaders devastated the town. During the feudal period Langres was an ecclesiastical countship; and from the 12th to the 18th cent. its bishops were peers of France. In 1918 it became the centre of the principal staff and training schools of the American Army in France.—The most famous Langrois is Denis Diderot (1713–84), the philosopher and encyclopædist, whose father worked in the cutlery-trade for which Langres and its neighbourhood are still noted.

From the upper terminus of the rack-and-pinion railway the Rue de la Crémaillère leads into the central thoroughfare of the town, formed by the Rue Nevers and its continuations. We turn to the left to reach the cathedral.

The **Cathedral** (*St-Mammès*), in the Place Henriot, is a Transitional building (late 12th cent.) with an incongruous 18th cent. W. front, above which rise two heavy towers. The interior is imposing, simple, and well-proportioned, but somewhat gloomy. The pulpit and organ-case in the nave were brought here from the abbey of Morimond (p. 193); in the N. aisle is the striking *Chapelle de Ste-Croix* (1549); and on the S. side are mutilated remnants of a 13th cent. *Cloister*.—In the transepts are 16th cent. tapestries (Life of St. Mammès, etc.), the marble tomb of a bishop, by Puech, and fine rose-windows.—To the original choir an ambulatory and radiating chapels were added in the 14th century. The beautiful arches leading from the choir to the transepts deserve notice, and the eight monolithic columns beneath the triforium, with their fantastic capitals, are said traditionally to have come from a temple of Jupiter. The painted tile pavement, of Rouen manufacture, is by Masseot Abaquesne (c. 1542). The *Chapelle des Reliques*, which is reached by a Romanesque doorway, contains various reliquaries and paintings ascribed to Rubens and Correggio.—The S. tower may be ascended (*View).

From the N.W. angle of the Place Henriot the Rue St-Didier, in which are several interesting old houses, leads to the MUSÉE (visitors adm. on application), which occupies the former church of *St-Didier* (12–13th cent.). The collections include Gallo-Roman remains, 14–16th cent. tombs, natural history and ethnographical exhibits, and a picture-gallery with examples of Poelenburg, Van Loo, Ziégler, and others.

From the end of the Rue St-Didier the Rue du Cardinal-Morlot, with a tastefully restored Renaissance house at No. 20 (*Maison de Diane-de-Poitiers*), runs to the left, while to the right the Rue Vernelle leads to the *Place de l'Hôtel-de-Ville*, in which stands a bronze monument to Auguste Laurent (1808–53), the chemist, joint founder with Gerhardt of the atomic theory. The *Hôtel de Ville* (1778) was restored after a fire in 1892. We now quit the town by the *Porte du Marché*, to the W. of the Place, and skirting the base of the ramparts, to the left, reach a *Gallo-Roman Gate* (walled up), one of four

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entrances to the town in Roman times. Re-entering by the *Porte Boulière*, to the S. of this, we regain the centre of the town at the *Place Diderot*, in which stands a bronze statue of the philosopher, by Bartholdi (1885).—Diderot's birthplace was No. 6 in the Place (inscription).

The Rue Diderot leads hence S. to the *Place Jenson* (statue of Joan of Arc), in which is the church of **St-Martin**, a building of the 13th, 15th, and 18th cent., with an elegant portal and belfry tower, both of the later date. Behind the high altar is a *Crucifixion (16th cent.), with figures above life-size, attributed to François Gentil of Troyes (p. 173) and ranking among the finest woodcarvings known. The Martyrdom of St. Simon, a painting by the native artist R. Tassel (1580–1660), in the chapel to the right of the entrance, affords a view of old Langres.

A tour (c. 1 hr.) of the ***Ramparts** affords a succession of remarkable views; to the S.E. the Alps are sometimes visible. In their present form the ramparts date from the middle of the 19th cent., but they incorporate numerous towers of the old 16th cent. fortifications, of which the most interesting is the *Tour de Navarre*, of 1517, a cylindrical keep with walls 6 ft. thick. The *Tour St-Ferjeux* was built in 1472. The *Porte des Moulins*, constructed by Camus in 1647, is the gate of communication with the Promenade de Blanche-Fontaine and with the *Citadel* to the S.

The picturesque *Source of the Marne* (3¾ m. S.) and the great reservoirs of the Marne and Saône Canal at *Lecey* (2¼ m. E.), *St-Ciergues* (4 m. W.), and *Charmes* (4 m. N.E.) may be visited.

FROM LANGRES TO POINSON-BENEUVRE, 29¼ m. (47 km.), railway in 1½–3 hrs. (21 fr. 15, 14 fr. 30, 9 fr. 30 c.).—3¾ m. *Langres-Bonnelle*.—We traverse the village of *St-Geosmes*, which derives its name from the three brothers (*Sancti Gemelli*) born at a birth, Speusippus, Eleusippus, and Melanippus, who are said to have been martyred here and buried in the crypt of the 12–18th cent. church.—8 m. *Brennes*.—To the W. of (11¾ m.) *Aprey-Flagey* rises the *Haut-du-Sec* (1698 ft.), the highest point of the plateau of Langres.—23 m. *Vivey-Chalmessin*.—29¼ m. (47 km.) *Poinson-Beneuvre*, see p. 192.

Another branch-line connects Langres with (11 m., 18 km. E.) *Andilly* (p. 191). In summer a 'Train des Eaux' runs over this line (comp. p. 185).

Beyond Langres the main line passes (l.) the dam of the reservoir of Lecey (see above), and (r.) the head of the Marne valley. After threading a tunnel (¾ m.) it enters the valley of the *Salon*.—At (19¼ m., 308 km.) **Culmont-Chalindrey** (*Buffet*; *Hôt. des Voyageurs*) we intersect the line from Nancy to Dijon (Rte. 40A).

The *Château de Pailly*, 2 m. S.W., is a fine Renaissance building with portions of the feudal period (adm. on written application).

FROM CULMONT-CHALINDREY TO GRAY, 28 m. (45 km.), railway in 1½ hr. (20 fr. 25, 13 fr. 70, 8 fr. 90 c.).—The line runs S. to (10½ m.) *Champlitte* (1482 inhab.; Hôt. du Centre, R., L. or D. 10 fr.), with survivals of its old walls (1538) and a church with a tall belfry (1525). The Hôtel de Ville was once the château of Toulongeon (1748–1812), the historian of the Revolution, who was born here. Railway to Dijon, see p. 277.—28 m. (45 km.) **Gray** (*Hôt. de Paris*, R. 10–35 fr., L. or D. 12 fr.; *de l'Europe*), a town (6614 inhab.) on the *Saône*, is reached from the station by a handsome 17th cent. bridge of 14 arches. The *Hôtel de Ville* (1568), much restored, is faced with red granite columns. The church was begun in 1478. In the Place is a statue of St. Pierre-Fourier (comp. p. 191). The 17th cent. *Château*, with a fine park, entered by a mediæval gateway, contains an interesting *Musée* (open daily; 25 c.) of paintings, with some good pastels.—From Gray to *Besançon*, see p. 286; to *Vesoul*, see p. 182; to *Is-sur-Tille*, see p. 192; to *Auxonne* and *Chalon*, see p. 278; to *Jussey*, see p. 182; to *Dôle*, see p. 279; to *Labarre*, see p. 279.

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We cross the Salon by a viaduct (13 arches) and thread a tunnel before entering the pretty valley of the *Amance*.—201¼ m. *Charmant-Fayl-Billot*.—208¾ m. *Vitrey*. Branch-line to (11¼ m.) *Bourbonne-les-Bains* (see p. 187).—215½ m. (347 km.) *Jussey* (Hôt. de l'Aigle-Noir).

FROM JUSSEY TO ÉPINAL, 49⅛ m. (80 km.), railway in 2¼–2½ hrs. (36 fr. 5, 24 fr. 35, 15 fr. 85 c.).—7½ m. *Richecourt-Ormoy*; 15 m. *Passavant-la-Rochère*.—20½ m. *Monthureux-sur-Saône* (inn) is picturesquely situated in a loop of the Saône.—24⅝ m. *Darney* (inns), an agreeable little town (1245 inhab.), near the source of the Saône, has a Hôtel de Ville of 1725.—We proceed through hilly and wooded country; on the left rise the Monts Faucilles (p. 193).—45¼ m. *Darnieulles*, and thence to (49⅛ m., 80 km.) *Épinal*, see p. 191.

A light railway runs S.W. from Jussey to (41¼ m., 67 km.) *Gray* (see p. 181), viâ (10½ m.) *Combeaufontaine* (p. 183) and (28 m.) *Dampierre-sur-Salon*, a small industrial village, with ruins of a feudal castle.

224¼ m. (361 km.) *Port-d'Atelier* is the junction for Aillevillers (see p. 198; the summer express to Gérardmer takes this route), and for light railways to *Vauvillers* and *Courcelles*.—We cross the *Lanterne*.—Beyond (229¼ m.) *Port-sur-Saône*, with its 18th cent. bridge, we diverge from the valley of the Saône; and at (233½ m.) *Vaivre* the branch-line from Gray (see below) comes in on the right.

236½ m. (381 km.) **Vesoul** (*Hôt. de l'Europe*; *du Nord et de la Magdeleine*), on the *Durgeon* and its tributary streams, at the foot of the isolated conical hill of *La Motte* (1483 ft.), is a former fortress, now the chief town (10,718 inhab.) of the department of the *Haute-Saône*. We turn to the right on quitting the station, then follow the Rue de la Gare (l.) across the bridge to the Rue Carnot, the principal street of the town. The large *Hospital*, on the left, is about to become the Hôtel de Ville, and will then contain also the Musée (see below), which includes works by Jean-Léon Gérôme (1824–1904), the painter and sculptor, a native of Vesoul. In the court is a monument to Gérôme, with his bust by Carpeaux and a reproduction of his 'Tanagra.' The Rue Carnot is continued by the Rue Alsace-Lorraine to the 'classic' church of *St-Georges* (1732–45), which contains some sculptures of the 16th cent., and thence by the Rue de l'École-Normale to the 18th cent. chapel of the Annonciades, the present home of the *Musée* (adm. on application; gratuity). At the E. end of the Rue des Annonciades we turn N. (l.) by the Rue Vendémiaire, which, beyond some remnants of the old town wall, is continued by a steep zigzag path to the summit of La Motte (see above), crowned by a statue of the Virgin (1854–57) and commanding an extensive view, including the Jura in clear weather.—The narrow old streets near the church contain some picturesque houses, and farther to the S.E. are the Place de la République and the promenades.

FROM VESOUL TO GRAY, 36 m. (58 km.), railway in 1½ hr. (26 fr. 15, 17 fr. 65, 11 fr. 50 c.). Beyond (3⅞ m.) *Vaivre* (see above), the line diverges S.W. from the Paris railway.—13 m. *Fresne-St-Mamès* has two huge lime-trees in the square said to have been planted in 1340.—22¼ m. *Seveux*. In the church is the tomb of Otho de la Roche (d. 1225), the crusading knight who became 'sire' of Athens

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in 1205 and founded a ducal line of Latin princes, from whom, as Gibbon remarks, "Boccace, Chaucer, and Shakespeare have borrowed their Theseus, Duke of Athens."—We cross the Saône and then the Salon.—31 m. *Beaujeu-Prantigny*, with two interesting churches and (in the environs) two feudal towers.—36 m. (58 km.) *Gray*, see p. 181.

Another branch-line to Gray (38½ m., 62 km., light railway) runs viâ (13¾ m.) *Grandvelle* (see below) and (26 m.) *Gy*.

From Vesoul to Besançon, 39¾ m. (64 km.), railway in c. 2 hrs. (28 fr. 85, 19 fr. 45, 12 fr. 70 c.). We cross the Colombine.—4¼ m. *Villers-le-Sec* has a 13th cent. chapel. The *Frais-Puits*, 1 m. S.W., is a curious crater 50 ft. deep and 60 ft. in diameter, normally dry, which discharges great volumes of water after heavy rains.—15 m. (24 km.) *Montbozon* (Hôt. de la Croix-d'Or) with two 18th cent. bridges spanning arms of the Ognon, has a 16th cent. château. Railway to Lure, see below.—18 m. *Loulans*.—Near (21¾ m.) *Rigney* is the *Château de la Roche*, the cradle of the La Roche family (see above).—26 m. *Moncey*.—Above (33½ m.) *Auxon-Dessus* is the fort of *Châtillon-le-Duc*.—35½ m. (57 km.) *Miserey*, see p. 286. Railway to Montagney and Gray, see p. 286.—39¾ m. (64 km.) *Besançon*, see p. 281.

Another branch-line to Besançon (43½ m., 70 km., light railway) runs viâ (13¾ m.) *Grandvelle* and (21 m.) *Rioz*.

Vesoul is connected by light railway also with (28¾ m., 46 km. N.W.) *Molay*, viâ (19¼ m.) *Combeaufontaine*; with (39 m., 63 km. S.E.) *Héricourt* (p. 281), viâ (17½ m.) *Villersexel*, a battlefield of 1871, and (24¼ m.) *St. Georges* (see below); and with (23½ m., 38 km. N.E.) *Luxeuil* (p. 189), viâ (12½ m.) *Courcelles* (p. 182).

The railway enters another tract of hilly country and ascends in turn the valleys of the Durgeon and the Colombine. The line from Nancy and Épinal (Rte. 41) comes in on the left.—255¼ m. (411 km.) **Lure** (1056 ft., *Hôt. de l'Europe*; *de la Pomme d'Or*, R. from 10 fr., L. or D. 12 fr.; *de France*), a town (6100 inhab.) in densely wooded country on the *Ognon*, sprang from an abbey founded c. 610 by the Irish monk St. Desle (? Deicola), a disciple of Columbanus (p. 189). The abbey-buildings, rebuilt in 1770–89 partly under the direction of Kléber (p. 221), an architect before he was a soldier, accommodate the Sous-Préfecture.

A branch-line runs from Lure to (24¾ m., 40 km.) *Montbozon* (see above) viâ (10¼ m.) *Villersexel* (see above).

Lure is connected by light railway with (21 m., 34 km. N.E.) *Le Thillot* (p. 206), viâ (7½ m.) *Melisey*, at the foot of the *Mont de Vannes* (2160 ft.), and (15 m.) *Servance*, noted for its granite.—Other light railways run viâ (16 m. E.) *Plancher-les-Mines*, at the foot of the *Planche-des-Belles-Filles* (3876 ft.) to (17½ m., 28 km.) *St. Antoine*, and viâ (11 m.) *St. Georges* (see above) to (26 m., 42 km. S.E.) *Héricourt* (p. 281).

From Lure to *Épinal*, see pp. 196–197.

261¾ m. *Ronchamp* (Hôt. de la Gare) is an industrial town (2284 inhab.) in the beautiful valley of the *Rahin*.—We reach the foothills of the Vosges at (265¾ m., 428 km.) *Champagney* (Hôt. Fréchin), another industrial and mining town (1547 inhab.) on the slopes of the Ballon de Servance (3900 ft.; see p. 206). In the church is a panel painting of 1514 (Adoration of the Magi).—On the left we pass the lakes of *Malsaussy* and of *Sermamagny*; beyond them the Ballon de Servance and Ballon d'Alsace are prominent.—270¾ m. *Bas-Evette*, at the foot of the *Montagne de Salbert* (2132 ft.), crowned by one of the forts of Belfort.

A branch-line runs N. from Bas-Evette to (5 m., 8 km.) **Giromagny** (*Hôt. du Bœuf*; *du Soleil*), a mining and industrial town (3170 inhab.) in the valley of the *Savoureuse*. Thence to the *Ballon d'Alsace* and *St-Maurice*, see Rte. 426.

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274 m. (443 km.) **BELFORT** (40,496 inhab.), an industrial town and a first-class fortress, stands on both banks of the *Savoureuse*, in the *Trouée de Belfort* or 'gap of Belfort' which opens between the Vosges and the Jura. It is still the chief town of the *Territory of Belfort*, the fragment of the department of the Haut-Rhin which remained to France after the German annexation of 1871. The ancient citadel, or château, rising from a cliff, with its famous Lion carved in the rock, gives an impression of grandeur; but the place as a whole is uninteresting.

Hotels. GRAND-HÔTEL DU TONNEAU-D'OR (Pl. a; C 3), Boul. Carnot, R. 15–120, L. or D. 18 fr.; DE PARIS, opposite the station, R. 15–35, L. or D. 14 fr.; DE L'ANCIENNE-POSTE (Pl. b; C 3), Place Corbis, R. 20–45, L. or D. 15 fr.; AMÉRICAIN (Pl. c; C 3), 72 Faubourg de France, R. 14–35, L. or D. 15 fr.; DU CHALET, MULLER, MODERN, opposite the station.

Restaurants. *Danjean*, 6 Faubourg de Montbéliard (Pl. C 3); *Excelsior*, 14 Faub. des Ancêtres (Pl. C 2); *Georges*, Rue de la République (Pl. C 2); *Cure*, Place de la République (Pl. C 2).

Post Office (Pl. C 3), 8 Faubourg de Montbéliard.—BANKS. *Société Générale*, 4 Boul. Carnot; *Crédit Lyonnais*; *Banque National de Crédit*; etc.

Tramway from the station to the town.

Autocars thrice weekly to *Luxeuil* viâ Lure in 2½ hrs. (20 fr. 50 c.); once weekly viâ Luxeuil to *Vesoul* in 3½ hrs. (29 fr. 50 c.).—In summer: daily to the *Ballon d'Alsace* (13 fr. 25; return 25 fr. 25 c.); to *Épinal* in 4 hrs. viâ Lure and Luxeuil; four times weekly viâ the Ballon d'Alsace, St-Maurice, Bussang, Wesserling, and the Route des Crêtes (pp. 207, 203) to *La Schlucht* and *Gérardmer* (60 fr. 25; return 85 fr. 25 c.); thrice weekly to *Mulhouse* in 9½ hrs. (68 fr.); and twice weekly to *Hartmannsweilerkopf* (25 fr. 25; return 40 fr. 25 c.).—During the winter sport season an autocar runs weekly to the foot of the *Ballon d'Alsace* in 1¼ hr. (9 fr.; return 15 fr. 25 c.).

History. The town, named 'Bel-fort' from its citadel, was a stronghold from the 13th cent. onward. It was under Austrian domination from 1350 to 1648, and endured many sieges. In 1813–14 it was defended for 113 days against the Austrians, and during the Hundred Days in 1815 it was again held for Napoleon. The defence of Belfort in 1870–71 under Col. Denfert-Rochereau was one of the glorious episodes of the Franco-Prussian war. For 103 days, until the last shot had been fired in the war, the garrison held out, and when, at the order of the National Government of Defence, it capitulated to the Germans, it marched out with all the honours of war. In 1914 the 'gap of Belfort' was successfully defended, and the fortress was the chief base for operations on the Alsatian front.

From the *Railway Station* (Pl. C 4) the Avenue de la Gare and the Faubourg de France lead to the Old Town, on the farther bank of the river. The Boulevard Carnot ends in the *Place de la République* (Pl. C 2), where a monument, by the Alsatian sculptor Bartholdi, commemorates three sieges of Belfort. Hence the short Rue de la Porte-de-France leads to the *Place d'Armes* (Pl. D 2), in which is another monument, the famous *Quand-Même* by Mercié (1884), with the profiles of Thiers and Denfert-Rochereau on the pedestal. The *Hôtel de Ville* (1721–54), on the S., with a commonplace exterior, has a Salle d'Honneur decorated with five historical panels, gifts of the State. On the E. of the square rise the square towers of the red sandstone church of *St-Christophe*, built in 1727–50 in the Greco-Roman style, and restored after the bombardment of 1870–71. The Rue de l'Église,

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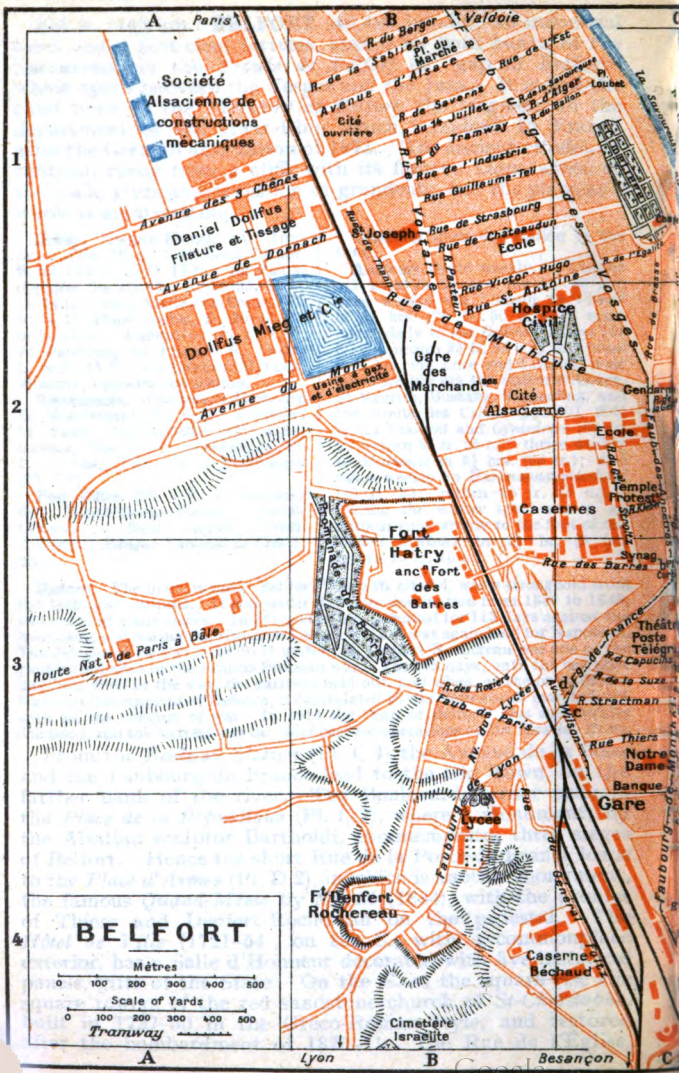

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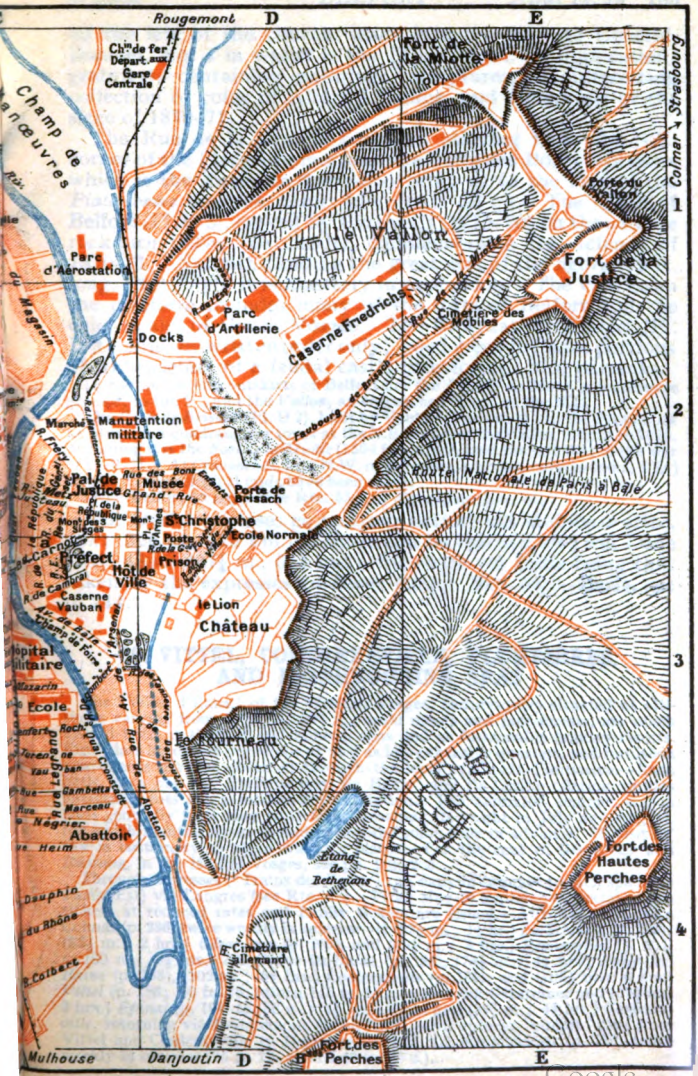

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Imp. Dufrenoy, Paris.

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on the left of the church, leads into the Rue du Général-Roussel, No. 4 in which is the *Musée* (adm. on application; gratuity), containing paintings, sculptures, an interesting collection of coins of Alsace-Lorraine, and memorials of the siege of 1870–71.

The Rue de la Grande-Fontaine, starting from the S.E. corner of the Place d'Armes, and the Place des Bourgeois (near which is the *Tour des Bourgeois*) bring us to the foot of the *Plate-forme du Lion* (adm. 50 c., Sun. 25 c.). The ***Lion of Belfort** (Pl. D 3), carved by Bartholdi (1875–80) on the sombre rock-face below the citadel, commemorates the defence of 1870–71. Notwithstanding the great size of the figure (72 ft. long, 36 ft. high) it is masterly in expression. The view from the platform includes many of the forts of Belfort and the chief peaks of the S. Vosges. The CHÂTEAU or *Citadel* (Pl. D 3; adm. by written order only; good view) includes portions of the enceinte of a feudal castle transformed into barracks.

In the immediate outskirts of Belfort are the *Champ de Mars*, a manœuvre ground, to the N., and the *Vallon*, an entrenched camp, to the N.E.

The *Porte de Brisach* (Pl. D 2), built by Vauban, leads to (1 m.) the PIERRE DE LA MIOTTE, a quadrangular tower at the N.E. corner of the Vallon, rebuilt in 1875. Adjoining it is the *Fort de la Miotte* (1504 ft.), which fired the last shot in the war of 1870–71. At *Cravanches*, 2 m. N.W. of the town, are some caverns (adm. 1 fr.) in which archæological finds have been made.

From Belfort to *Dijon*, see Rte. 53; to *Nancy*, see Rte. 41.

The Basle expresses go on from Belfort viâ Mulhouse (Rte. 48A; 326 m., 526 km.). Basle can be reached also viâ Delle (Rte. 48B; 337½ m., 544 km.), the route viâ Delle being that taken by the expresses to *Berne* (comp. Rte. 55).—**Basle**, see p. 244.

39. VITTEL, CONTREXÉVILLE, PLOMBIÈRES, AND NEIGHBOURING SPAS

The 'Villes d'Eaux' of the Western Vosges, picturesquely situated at altitudes varying from 1000 to 1500 ft., amid moors and pine-forests, are much visited both as thermal and mineral spas and as fashionable holiday resorts. First-class hotels are numerous as well as less expensive quarters, and furnished apartments may be obtained through the local syndicats d'initiative.—Each little town has its 'Établissement de Bains' and its Casino offering various entertainments for a moderate subscription. The animated summer season lasts generally from May to October, reaching its height in July and August, for which months rooms should be secured some time in advance. A visitors' tax is customary at these watering-places.—For the spas of *Gérardmer* and *Bussang*, in the Hautes-Vosges, see pp. 201, 206.

Through expresses ('Trains des Eaux') run daily in summer to each spa from Paris (Est) viâ Langres (see Rte. 38). From May to September special return tickets at reduced rates and family tickets are issued.—AUTOCARS run from Colmar (p. 236) twice weekly in summer viâ (23½ m.; 1½ hr.) *La Schlucht* (p. 203), (33½ m.; 2 hrs.) *Gérardmer* (p. 201), and (49½ m.; 3 hrs.) *Remiremont* (p. 204) to (60 m.; 3½ hrs.) *Plombières-les-Bains* (p. 188), (75½ m.; 4½ hrs.) *Bains-les-Bains* (p. 188), (102 m.; 5½ hrs.) *Contrexéville* (p. 186), and (105½ m.; 6 hrs.) *Vittel* (p. 186; 90 fr. 25, return 145 fr. 50 c.); also viâ Gérardmer and (59½ m.; 3 hrs.) *Épinal* (p. 194) to (86 m.; 4½ hrs.) *Vittel* and (89½ m.; 4½ hrs.) *Contrexéville*, returning viâ Remiremont (same fares).—An autocar 'circuit' runs from Vittel and Contrexéville to *Domrémy* (p. 156) viâ Neufchâteau (p. 190) twice weekly in summer (25 fr. 25, return 40 fr. 25 c.).

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A. From Paris to Martigny, Contrexéville, and Vittel.

From Paris to (184¼ m., 297 km.) *Langres*, and thence to (195½ m., 315 km.) *Andilly*, see Rte. 38. The line from Dijon to Nancy (Rte. 40B) is then followed. From Paris to *Martigny-les-Bains*, 221 m. (356 km.), railway in 5½–10¼ hrs. (160 fr. 40, 108 fr. 25, 70 fr. 55 c.); to *Contrexéville*, 227½ m. (366 km.) in 5¾–10½ hrs. (164 fr. 90, 111 fr. 30, 72 fr. 55 c.); to *Vittel*, 230¼ m. (371 km.) in 6–10¾ hrs. (167 fr. 15, 112 fr. 80, 73 fr. 55 c.).

Martigny-les-Bains (1210 ft.) is a village of 883 inhab. among the wooded Monts Faucilles. The climate is bracing. The waters (40° Fahr.) resemble those of Contrexéville and Vittel (see below), but are especially rich in lithia.

Hotels. International, 200 R.; Grand-Hôtel des Bains, 150 R.; d'Alsace, 50 R.—In the village: de la Providence; du Centre; St. Pierre; de la Gare; etc.

Baths and douches, from c. 5 fr.; subscription for drinking the waters, c. 30 fr. for 3 weeks.—Casino, subscription 25 fr.—Season, May 25th to Sept. 25th.

Golf Links 1½ m. from the Établissement (omnibus).

In the park, reached by a short avenue from the station, is the Établissement, with the *Casino* and the *Pavillon des Sources* (pump-room). The church of *St-Remy* was founded in the 11th or 12th cent., and has a tower of 1712; and the church of *St-Pierre* contains a carved wooden tabernacle. There is a good view from the *Hautmont* (1643 ft.), 2 m. N.E.

CONTREXÉVILLE (1155 ft.; 867 inhab.) is a fashionable spa on the *Vair*. Its cold saline waters are especially employed for gravel and gout, the 'cure' consisting more in drinking the waters than in bathing.

Hotels. Cosmopolitain, 160 R., near the park, R. 30–70 fr., L. 30, D. 35 fr., pens. from 80 fr.; Majestic, pens. from 75 fr.; de la Souveraine, pens. from 100 fr.; de l'Établissement, in the park, pens. from 55 fr.; Royal, R. 30–90 fr., L. 24, D. 26 fr., pens. from 50 fr.; Continental, R. 20–70 fr., L. or D. 20 fr., pens. from 45 fr.; d'Alsace, R. 20–40 fr., L. or D. 20 fr., pens. from 45 fr., des Douze Apôtres, R. 15–30 fr., L. or D. 15 fr., pens. from 40 fr.; Central, R. from 8 fr., L. or D. 15 fr., pens. from 38 fr.; de Paris, pens. from 35 fr.; Moderne, pens. from 25 fr.; etc.

Baths and douches, from 5 fr.; subscription for drinking the waters, 30 fr.—Casino, subscription 70–125 fr. including stalls for 12 performances in the theatre.—Season, May 20th to Sept. 20th.

Autocars, see p. 185.

Golf Links at the Ferme des Évêques, 2 m. W.

English Church and **Russian Church,** close to the park.

The entrance to the park, with the Établissement, is a few paces from the station. The *Colonnade des Sources* (1911), in the Greco-Roman style, covers most of the mineral springs in use, including the Source du Pavillon (200,000 litres daily). Facing the fashionable shops of the 'anciennes galeries' is the *Casino*, with a theatre, salles de jeux, etc. The parish church has an 11th cent. tower. The environs are wooded and pleasant.

VITTEL (1063 ft.), a town of 2760 inhab., on the *Petit-Vair*, has now eclipsed Contrexéville as the leading spa of this region. The cold saline and chalybeate waters, which were known to the Romans, but were re-discovered in 1855, are used internally for arthritis, dyspepsia, etc.

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Hotels. GRAND HOTEL, 406 R., adjoining the spa, R. 60–350 fr., L. or D. 50 fr., pens. from 125 fr.; VITTEL-PALACE, 150 R., adjoining the spa, R. 20–200 fr., L. or D. 35 fr., pens. from 80 fr.; DU PARC, 150 R., R. 30–100 fr., L. or D. 25 fr., pens. from 50 fr.; NOUVEL-HÔTEL, 200 R., R. 20–80 fr., L. 22, D. 25 fr., pens. from 50 fr.; CONTINENTAL, 260 R., R. 20–100 fr., L. 18, D. 20 fr., pens. from 45 fr.; CENTRAL, 150 R., pens. from 45 fr.; DES SOURCES, 175 R., R. 18–80 fr., L. 18, D. 20 fr., pens. from 40 fr.; DE LA PROVIDENCE, 112 R., R. from 15 fr., L. or D. 16 fr., pens. from 45 fr.; D'ANGLETERRE, 75 R., R. from 15 fr., L. 12, D. 14 fr., pens. from 32 fr.—In the town: DE LORRAINE, 31 R., R. 15–50 fr., L. or D. 16 fr.; TERMINUS, 120 R., R. 15–100 fr., L. or D. 16 fr., pens. from 35 fr.; DES VOSGES, R. from 10 fr., pens. from 20 fr.; etc.

Baths, 7–20 fr.—PUMP ROOM, free. —SEASON, May 20th to Sept. 25th.

Amusements. Casino (June–Sept.); theatre; golf-links; horse-racing (July–Aug.). An aerodrome adjoins the park.

Autocars, see p. 185.

The town is S.E. of the station, and the spa, enclosed by a park, to the N.W. The *Casino*, built by Charles Garnier, architect of the Paris Opera House, contains a theatre, concert-hall, and club-rooms. Beyond it are the various buildings of the *Établissement*, with arcaded promenades, and the two pump-rooms of the 'Grande-Source' and the 'Source Salée.'

B. FROM PARIS TO BOURBONNE-LES-BAINS.

From Paris to (184½ m., 297 km.) *Langres* and (208¾ m., 336 km.) *Vitrey*, see Rte. 38.—Branch-line thence to (219¾ m., 354 km.) *Bourbonne-les-Bains* (6¼–9 hrs. from Paris; 159 fr. 50, 107 fr. 65, 70 fr. 15 c.).

Bourbonne-les-Bains (853 ft.), the *Aquae Borvonis* of the Romans, pleasantly situated in the foothills of the Hautes-Vosges, is a frequented watering-place (2661 inhab.) with hot saline springs (108–150° Fahr.), useful in rheumatism, skin troubles, and paralysis.

Hotels. DU PARC, 100 R., open June–Sept., R. 35–80, L. or D. 25, pens. from 55 fr.; GRAND-HÔTEL, 80 R., R. 12–55, L. or D. 25, pens. from 55 fr.; HÉRARD, 40 R., R. 15–40, L. or D. 15, pens. from 40 fr.; BEAU-SÉJOUR, 50 R., R. from 12, L. or D. 12, pens. from 32 fr.; DE L'EUROPE, pens. from 30 fr.; ORFEUIL, pens. from 24 fr.

Baths and douches, from c. 5 fr.—CASINO, 30 fr. per fortnight, 40 fr. per month.—SEASON, April 15th to Oct. 15th.

The church, of the late 12th cent., has a modern tower; and there are remains of a feudal castle (restored) in the public park. The *Bains Civils*, including the *Casino*, adjoin a small park, on a hill where are several reservoirs used for cooling the waters. The large *Military Hospital* was founded in 1732.

C. FROM PARIS TO PLOMBIÈRES, BAINS-LES-BAINS, AND LUXEUIL.

From Paris to (184¼ m., 197 km.) *Langres* and (224¼ m., 361 km.) *Port d'Atelier*, see Rte. 38; and thence to (243 m., 391 km.) *Aillevillers*, where the routes diverge, see p. 196.—249½ m. (402 km.) *Plombières-les-Bains* is the terminus of a short branch line from Aillevillers (6¼–8½ hrs. from Paris; 181 fr. 10, 122 fr. 25, 79 fr.

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70 c.).—251½ m. (405 km.) *Bains-les-Bains* (5¾–7¾ hrs. from Paris; 182 fr. 45, 123 fr. 15, 80 fr. 30 c.) and (270 m., 406 km.) *Luxeuil* (6–9 hrs. from Paris; 182 fr. 90, 123 fr. 45, 80 fr. 50 c.) are stations on the line from Nancy to Belfort (Rte. 41), N. and S. of Aillevillers respectively.

PLOMBIÈRES-LES-BAINS (1410–1495 ft.), an attractive little town (1565 inhab.) and a famous thermal spa, is beautifully situated on the *Augronne* or *Augrogne*, in a valley on the N.W. declivity of the Vosges.

Hotels. GRAND-HÔTEL, 120 R., open May–Sept., R. 30–200 fr., L. 35, D. 40 fr., pens. from 80 fr.; MÉTROPOLE ET DU PARC, 80 R., open May–Sept., pens. from 60 fr.; BEAU-SÉJOUR, 50 R., R. 20–80 fr., L. 20, D. 25 fr., pens. from 55 fr.; DE LA PAIX, 100 R., R. 15–100 fr., L. or D. 20 fr., pens. from 50 fr.; DESCHASSEAUX, 50 R., open May–Sept., R. 18–70 fr., L. or D. 18 fr., pens. from 50 fr.; DES BAINS, pens. from 50 fr.; STANISLAS, 48 R., R. 15–55 fr., L. or D. 17 fr., pens. from 50 fr.; DES ACACIAS, 25 R., R. 50–80 fr., L. or D. 20 fr., pens. from 50 fr.; NOUVEL-HÔTEL, 60 R., open May–Sept., R. 12–35 fr., L. or D. 15 fr., pens. from 40 fr.; etc.

Restaurants: *Curin*, Place de l'Église; *Cholé*, Rue des Sibylles.

Baths, 4½–12 fr.—CASINO, adm. 1½ fr., to the theatre 2½–10 fr.—SEASON, May 15th–Sept. 30th.

Omnibuses for Remiremont and for La Feuillée-Dorothée and the Val d'Ajol, see below.—An AUTOCAR plying between Belfort and Épinal calls once daily, and an autocar between Vittel and Colmar twice weekly in summer (p. 185).

The saline and siliceous waters of Plombières, although known to the Romans, were forgotten for several centuries. Montaigne visited the spa in 1580, and among other celebrated patients were Richelieu, Stanislas of Poland, Voltaire, Beaumarchais, the Empress Josephine, and especially Napoleon III, to whom its modern development is chiefly due. Here in 1858 Napoleon III negotiated with Cavour for the cession of Savoy and Nice to France. The springs vary in temperature from 53° to 160° F., and are especially useful in chronic dyspepsia. They are strongly radio-active.

A shady avenue leads from the station to the town, passing the fashionable *Petite Promenade*, with the *Casino* (1905). The *Bain Romain*, in the Rue Stanislas, is built on the site of the ancient open piscina; and farther on in the same street is the *Maison des Arcades* (1760), erected to commemorate a visit of the daughters of Louis XV (comp. p. 110). On the right bank of the Augronne is a square with a monument to Louis Français (1814–97), the landscape painter, who was born here. Just E. of the town is the *Promenade des Dames*, with splendid avenues of limes.

Plombières is a centre for many delightful excursions (fingerposts of the Club Alpin Français).—About 4 m. S.E., overlooking the Val d'Ajol (p. 196) is *La Feuillée-Dorothée*, a well-known 'cure d'air' (Hôtel Feuillée Dorothée, pension 40–100 fr.; motor-bus three times daily from Plombières, 7 fr. return). From the Val d'Ajol (station) to *Faymont* and to *Aillevillers*, see p. 196.—A motor omnibus (5 fr. return) plies 4 times daily in summer from Plombières to (8¾ m.) *Remiremont* (p. 204).

Bains-les-Bains (1004 ft.) is a favourite and quiet health-resort (1228 inhab.) pleasantly situated on the *Bagnerot*, 2½ m. S.E. of the station on the Nancy–Belfort railway, where motor-cars and a motor-omnibus for Fontenoy-le-Château (see p. 189) meet the trains. Its alkaline and oily waters, almost flavourless, are used for rheumatic and nervous complaints.

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Hotels. GRAND-HÔTEL, 120 R., open May–Sept., R. 15–50 fr., L. 15, D. 20 fr., pens. from 45 fr.; DES SOURCES, 25 R., open May–Sept., R. 12–25 fr., L. or D. 15 fr., pens. from 35 fr.; DE LA POSTE, 18 R., open all the year, R. 10–20 fr., L. or D. 13 fr., pens. from 35 fr.; DU PARC, 32 R., R. from 12 fr., L. or D. 14 fr., pens. from 35 fr.; MATHIEU, pens. from 28 fr.; etc.

Autocars, see p. 185.

Baths. 'En piscine,' c. 4½ fr.; 'en cabinet,' from c. 4½ fr.—SEASON, May 15th–Oct. 1st.

Above the *Bain Neuf* stands the *Casino*, with a theatre, etc. The *Bain Romain* (1845), containing a large basin with compartments of varying temperature (97–122° F.), is said to occupy the site of the chief Roman piscina. The church of *St-Colomban* (the Irish monk Columbanus, see below) is a modest 18th cent. building; near the road to Épinal is a pilgrimage-chapel (view).

About 5 m. S.W. by motor-bus is *Fontenoy-le-Château* (inn), a small town (1923 inhab.) charmingly situated on the Coney, with a 15th cent. church, an arcaded Hôtel de Ville, and the feudal Tour des Lombards.

LUXEUIL (1082 ft.), picturesquely situated on the *Breuchin*, at the foot of wooded hills, is an ancient town (5373 inhab.) noted for its historic associations and artistic treasures as well as for its thermal springs, which, like those of Plombières, are said to be radio-active.

Hotels (buses at the station). GRANDS-HÔTELS DE LUXEUIL (MÉTROPOLE, PARC, THERMES), 150 R., open May–Sept., R. 10–60 fr., L. or D. 20 fr., pens. from 45 fr.; MODERN-HÔTEL, 80 R., open May–Sept., R. 25–35 fr., L. 16, D. 18 fr., pens. from 50 fr.; DES SOURCES, 60 R., open May–Sept., R. 20–50 fr., L. 16, D. 18 fr., pens. from 45 fr.; DES BAINS, 42 R., R. 12–28 fr., L. or D. 16 fr., pens. from 40 fr.; DE LA POMME D'OR, 38 R., R. 14–25 fr., L. or D. 13 fr., pens. from 35 fr.; DU LION VERT; D'ALSACE; TERMINUS; etc.

Baths. From c. 4½ fr.; douches c. 5 fr.—CASINO, free.—SEASON, May 15th–Sept. 30th.

Autocars to *Épinal* thrice weekly in 2 hrs. (19 fr.); to *Belfort* thrice weekly in 2½ hrs. (20 fr. 50 c.); to *Vesoul* twice weekly in 1 hr. (9 fr.).

History. Luxeuil is of Celtic origin, and considerable remains of Roman baths have been found. In 590 the Irish monk Columbanus founded a monastery here which became one of the most notable in Gaul. Its abbots were afterwards princes of the Holy Roman Empire; but the community was dissolved at the Revolution.—The waters are of two kinds: the warmer saline and siliceous springs (111–151° Fahr.), used for metritis, etc., and those containing iron and manganese (95–108° Fahr.), efficacious for anæmia and general weakness. Ladies form a large proportion of the patients.

In the Rue du Centre, the chief thoroughfare, is the arcaded *Maison de François I*, dating, however, from the reign of Henri II, and, by its resemblance to the Granvella Palace at Besançon (p. 282), recalling the fact that Card. Granvella was once abbot of Luxeuil. The Rue du Centre leads to the right to the Place St-Pierre, with its quaint old houses, including the *Maison de la Baille* (15–16th cent.; restored). The former *Abbot's Palace* (16–18th cent.) is now the Hôtel de Ville. The 13–14th cent. church of **St-Pierre,** formerly the abbey-church, has a tower of 1527. The interior (restored in 1860) contains an elaborate organ loft of the 17th cent. and the pulpit in which Lacordaire used to preach in Notre-Dame at Paris. The choir-stalls date from 1545. Immedi-

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ately S. is part of a Gothic cloister.—Farther on in the Rue du Centre is the *Maison Carrée* or old Hôtel de Ville (1440), a three-storied building with a crenelated tower, built by the father of Card. Jean de Jouffroy (1412–73), Louis XI's favourite counsellor, who was born here. The *Maison Jouffroy*, opposite, was built by the Cardinal and restored in 1908. It was occupied for a time by Augustin Thierry (1795–1856), the historian, who here wrote part of his ' Récits Mérovingiens.' The Rue du Centre is continued by the Rue Carnot, which passes the *Collège* (1754) on the right, and leads to the *Casino* (theatre) and the principal hotels. The ÉTABLISSEMENT THERMAL is a monumental building (1768–1905) in Vosges sandstone, surrounded by a fine park (12 acres) with a wrought-iron gateway which belonged to the abbey. Besides the baths, etc., it contains a small archæological collection.

The environs are picturesque.—A light railway ascends the beautiful valley of the *Breuchin* viâ (9½ m.) *Breuches*, with ruins of the earliest abbey (*Anagratis* or *Annegray*) founded by St. Columbanus in 588, and (10½ m.) *Faucogney* (Hôt. des Vosges), at the foot of the sandstone *Montagne de St-Martin*, with a 12–14th cent. chapel, to (15½ m., 25 km.) *Corravilliers-la-Rosière*, at the foot of the Mont de Fourche.

From Luxeuil to *Vesoul*, see p. 183.

40. FROM NANCY TO DIJON

A. Viâ Neufchâteau

RAILWAY, 139 m. (224 km.) in 3½–7½ hrs. (100 fr. 90, 68 fr. 10, 44 fr. 40 c.).

ROAD, 118½ m. (191 km.).—19¾ m. (32 km.) *Colombey*.—36 m. (58 km.) *Neufchâteau* (see below).—57¾ m. (93 km.) *Clefmont*.—78¼ m. (126 km.) **Langres** (p. 179).—118½ m. (191 km.) **Dijon** (Rte. 52).

Nancy, see Rte. 34.—Thence to (20½ m., **33 km.**) *Toul*, beyond which we diverge to the S. from the main line to Paris, see pp. 157 and 162. On either hand rise the wooded heights of the Meuse (comp. p. 147) with their chain of forts. —28 m. *Blénod-lès-Toul* has a Gothic church of 1512, with original stained glass.—33 m. *Barisey-la-Côte*, junction for (26 m., 42 km.) *Mirecourt* (p. 193).—The line approaches the valley of the Meuse.—44 m. *Soulosse* has interesting remains of the Gallo-Roman *Solimariaca*.

47¾ m. (77 km.) **Neufchâteau** (*Hôt. Moderne*, R. from 12 fr., L. or D. 12 fr.; *de la Gare*), a picturesque town (4059 inhab.) above the confluence of the Meuse and the *Mouzon*, is named from a ' castellum,' afterwards a feudal castle. The 11–15th cent. church of *St-Christophe* has an original W. front and a 13th cent. N. portal; in the interior a baptismal chapel belongs to the Florid Gothic period, and the 17th cent. wood-carvings in the apse are noteworthy. The Renaissance *Hôtel de Ville* was formerly a mansion of the princesses of Lorraine. In the *Place Jeanne-d'Arc*, bordered by 17–18th cent. houses, is a bronze statue of Joan of Arc by Pêtre (1859). The 13th cent. church of *St-Nicolas*, with Romanesque [illegible], is situated at the N.E. end of the town (*View from

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the sacristy of the valley of the Mouzon), and has a curious crypt with double naves, entered from the N. front. A chapel in the S. transept contains a 15th cent. polychrome *Statuary Group of the *Anointing of Christ*. Two gateways of the old town walls remain.

FROM NEUFCHÂTEAU TO ÉPINAL, 48½ m. (78 km.), railway in 2½–3 hrs. (35 fr. 15, 23 fr. 70, 15 fr. 45 c.). The line ascends the valley of the Mouzon, and then diverges E. through hilly country.—10 m. *Aulnois-Bulgnéville*. At the village of *Bulgnéville*, 5 m. S.E. (omnibus) René I, afterwards René of Sicily, was taken prisoner in 1431 by his rival for the duchy of Lorraine, Count Antoine of Vaudémont. Contrexéville (p. 186) lies only 3¾ m. S.E.—Beyond (13 m.) *Châtenois-Dolaincourt* we cross the Vair.—Near (21 m.) *Totainville-Dombasle* is *Ménil-en-Xanthois*, a village with a people's theatre (2000 seats) for the performance in summer of the 'Mystery of Joan of Arc' by peasant actors.—28 m. (45 km.) **Mirecourt**, junction for Toul, Nancy, and Dijon, see p. 193.—We ascend the valley of the *Madon*.—30½ m. *Hymont-Mattaincourt*. *Mattaincourt* (Hôt. des Vosges), ¾ m. N., is noted for its pilgrimage (in July) to the shrine of St. Pierre-Fourier (1565–1640; canonized 1897), a former curé, known as the 'St. Vincent-de-Paul of Lorraine.' Railway to Merrey and Dijon, see p. 193.—36 m. *Dompaire*, for *Bouzemont*, 2½ m. N., on a spur of the *Haut-Fays* (1344 ft.), with Gallo-Roman remains and an ancient church.—We cross the *Gitte*.—43½ m. *Darnieulles* has a 13th cent. castle of the dukes of Lorraine.—We descend by the side of a tributary stream into the valley of the Moselle.—48½ m. (78 km.) *Épinal*, see p. 194.

From Neufchâteau to *Bar-le-Duc*, see p. 154; to *Chaumont*, see p. 172; to *Pagny-sur-Meuse* viâ Domrémy, see pp. 155–157.

Near (52 m.) *Bazoilles-sur-Meuse* is the 'Perte de la Meuse,' a series of fissures in which the river disappears to reappear at *Noncourt*, 2½ m. farther down.—We cross the winding river several times.—57¾ m. *Goncourt*.—60¾ m. (98 km.) *Bourmont*, on a hill (1843 ft.).—At (72½ m.) *Merrey*, dominated by another isolated hill (1394 ft.), the railway from Mirecourt and Contrexéville (p. 193) comes in on the left.—78 m. *Meuse-Montigny-le-Roi*. Two small streams near the station form the source of the Meuse. *Montigny-le-Roi* (Hôt. du Lion d'Or) lies 2½ m. W.—84½ m. *Andilly*, junction for Langres, see p. 181.—The 14th cent. church of (87½ m., 141 km.) *Celsoy* contains the fine tomb of Guibert, the physician of John II, Charles V, and Charles VI.—Beyond a tunnel (1 m.) we join the main line from Paris to Belfort at—

94½ m. (152 km.) **Culmont-Chalindrey** (*Buffet*), see p. 181. 103 m. (166 km.) *Villegusien*, with a large reservoir supplying the Marne-and-Saône Canal.—109¼ m. *Vaux-sous-Aubigny*, on the Badin.

The square tower, with an octagonal spire, of the 12th cent. church of *Isômes* (1½ m. S.E.) is an interesting example of the Burgundian type; and the church of *Montsaugeon* (1¼ m. N.E.) has a good 11th cent. choir and 17th cent. woodcarvings.

Sacquenay, 2½ m. S.E. of (112½ m.) *Occey*, and (116¾ m.) *Selongey* have interesting churches. We cross the *Tille*.

121¾ m. (196 km.) **Is-sur-Tille** (*Buffet*; *Hôt. du Lion d'Or*, R. from 10 fr., L. or D. 13 fr.) lies at the junction of the P.L.M. and the Réseau de l'Est. The little town (1904 inhab.), which stands on the *Ignon*, an affluent of the Tille, 1 m. W. of the station, has a 14th cent. church and two Renaissance houses, in one of which Henri IV is said to have slept after the battle of Fontaine-Française (p. 277) in 1595.

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FROM IS-SUR-TILLE TO CHÂTILLON-SUR-SEINE, 45½ m. (73 km.), railway in 2 hrs. (32 fr. 90, 22 fr. 20, 14 fr. 45 c.).—10¼ m. *Pavillon-lès-Grancey* is the station for *Grancey-le-Château*, with a 17–18th cent. château and the ruins of a feudal castle.—16¼ m. *Poinson-Beneuvre*, the junction for Langres (see p. 181) lies near the *Mont-Aigu* (1640 ft.), on which is a Roman camp.—28 m. *Recey-sur-Ource* has a restored Romanesque church with works of art from the former Carthusian monastery of *Lugny* (2 m. N.W.), founded in the 12th cent., and now a tile factory. At *Rouvres-sur-Aube*, 11¼ m. N.E., is a 'petrifying well' in the park of a château.—32¼ m. *Leuglay-Voulaines*. About 2 m. E.S.E. of the station is a charming Gothic chapel (1203), now a barn. To the N.W. is *Voulaines*, with a feudal tower, to the S.W. of which is a fortified quarry, with subterranean works, believed to be of Gallic origin. The ruined Cistercian abbey of *Val-des-Choux* (founded 1193), reformed in the 17th cent. and a 'retreat' of Louis XIII and Louis XIV, lies 4 m. S.S.W.—45½ m. (73 km.) *Châtillon-sur-Seine*, see p. 176.

FROM IS-SUR-TILLE TO GRAY, 28½ m. (46 km.), railway in 1¼ hr. (20 fr. 70, 14 fr., 9 fr. 10 c.).—The church of (3¼ m.) *Til-Châtel*, one of the most striking Romanesque buildings of the Côte-d'Or, is noteworthy for its decorated pillar-capitals.—9¼ m. (15 km.) **Bèze** (*Hôt. du Raisin-d'Or*), the birthplace of Dom Clément (1714–93), the historian, has several old houses, formerly dependent on the abbey (founded in the 7th cent.), of which only two towers remain. The monks of this establishment cultivated the vineyard of Bèze, at Chambertin (p. 311), as early as 630. In the square is a house-front of the 13th century. To the N. of the village is the Source of the Bèze, one of the most copious springs in France (300–400 gallons per second), giving instant birth to a river.—14¼ m. *Mirebeau* has a station also on the light railway from Dijon to Champlitte (p. 277).—28½ m. (46 km.) *Gray*, see p. 181.

We pass several villages with interesting churches of the Burgundian type.—The river *Norges* is crossed near (131½ m.) *Brétigny-Norges*.

139 m. (224 km.) **Dijon**, see Rte. 52.

B. Viâ Mirecourt and Contrexéville

RAILWAY, 142¼ m. (229 km.), in 4–6 hrs. (103 fr. 15, 69 fr. 65, 45 fr. 40 c.; no through trains).

Nancy, see Rte. 34.—We diverge to the right from the Strasbourg line at (1¾ m.) *Jarville-la-Malgrange* (p. 162), and beyond (6¼ m.) *Ludres* we descend into the valley of the Moselle.

The imposing 16th cent. *Château de Fléville*, 1¼ m. E. of Ludres, contains an interesting gallery, with panels bearing the arms and devices of the dukes and duchesses of Lorraine, from the 11th cent. to Stanislas (p. 210), and windows displaying the arms of sixteen towns of Lorraine and Bar (visitors admitted).

10½ m. (17 km.) **Pont St-Vincent** (*Inns*), on the left bank of the Moselle, at the foot of the fortified *Côte Ste-Barbe* (1344 ft.), has a church of the 16th cent. and several old houses. Railway to Toul, see p. 157. Below the town the Moselle, with the Forest of Haye (p. 167) on its E. bank, passes through a picturesque defile.—We ascend the valley of the *Madon*.—20½ m. *Tantonville*. The 18th cent. château at *Haroué*, 2 m. E., with its formal gardens, replaces the château in which Marshal Bassompierre (1579–1646) was born.—21¾ m. (35 km.) *Vézelise* (Hôt. du Cheval-Blanc; Lorraine), 1½ m. W. of the station, was the capital of the countship of Vaudémont, and has a 15–16th cent. church with a graceful S. portal and good stained glass. The *Maison de Justice* was built in 1567.—25½ m. *Praye-sous-Vaudémont*.

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About 1½ m. W. is **Sion** (*Hôt. Notre-Dame-de-Sion*), formerly *Semita*, an ancient and famous pilgrim-resort, whose present name is a reminiscence of the second Crusade. The horseshoe ridge (1607 ft.) on which it stands is the 'Colline Inspirée' of Maurice Barrès. The church, replacing the primitive 10th cent. shrine, dates from 1741; the tower (148 ft.; *View) is crowned with an image of the Immaculate Conception. The chief pilgrimages take place on Whit Monday, July 16th, Aug. 2nd, and Sept. 8–10th.—At the other end of the ridge, 2½ m. S.W., is *Vaudémont* ('Mount of Woden'), with the ruins of an 11th cent. castle of the counts of Vaudémont.

The railway affords a good view of the hill of Sion with its tower and statue (see above), on the right.—At (33¼ m.) *Frenelle-la-Grande-Puzieux* the branch-line from Barisey-la-Côte to Mirecourt (see p. 190) comes in.

37¼ m. (60 km.) **Mirecourt** (*Hôt. de la Gare*, R. 10–15 fr., L. or D. 10 fr.; *du Pont-Neuf*), a town (5236 inhab.) on the Madon, manufacturing musical instruments, embroidery, and lace, is said to derive its name from the Gallo-Roman cult of Mercury. The *Halles* (1617) present an interesting example of the exterior use of woodwork characteristic of the Vosges at their period. The *Hôtel de Ville* has a good Renaissance portal. The 13–16th cent. church is clumsy. St. Pierre-Fourier (p. 191) was born at No. 3 in the street which bears his name.

From Mirecourt to *Neufchâteau* and to *Épinal*, see p. 191; and to *Barisey-la-Côte*, see p. 190.

Beyond (39¾ m.) *Hymont-Mattaincourt* we diverge to the right from the railway to Épinal (p. 191), and ascend the valley of the *Saule*.—46½ m. *Remoncourt* has a Romanesque and Gothic church and mineral springs. Above this the *Butte de Montfort* (1551 ft.), once crowned by a famous castle, affords a fine view of the Vosges, to the E., and of the *Monts Faucilles*, which we now enter.

52¼ m. (84 km.) **Vittel**; 55¼ m. (89 km.) **Contrexéville**; and (61½ m., 99 km.) *Martigny-les-Bains*, see Rte. 39.

Beyond these watering-places we pass the *Mont des Fourches* (1653 ft.).—64½ m. *Lamarche* (Hôt. du Soleil), anciently a fortress, and the birthplace of Marshal Victor, Duke of Belluno (1764–1841), is now a decaying town (1031 inhab.) with a 12–13th cent. church. We descend the valley of the Mouzon for some distance.—71½ m. *Damblain* is the station for (2½ m. S.E.) the ruined abbey of *Morimond*, founded in 1115 by St. Stephen, and afterwards one of the four 'daughters' of Cîteaux (p. 276).

75¾ m. *Merrey*, and thence to (142¼ m., 229 km.) **Dijon**, see pp. 191–192.

C. Viâ Épinal

Railway, 169½ m. (273 km.) in 5 hrs. (123 fr., 83 fr., 54 fr. 10 c.); one through-train daily.

From Nancy to (73¼ m., 118 km.) *Aillevillers*, see Rte. 41.—From Aillevillers to (92 m., 148 km.) *Port d'Atelier*, see p. 196; and thence to (124¾ m., 201 km.) *Culmont-Chalindrey*, see pp. 181–182.—From Culmont-Chalindrey to (169½ m., 273 km.) **Dijon**, see pp. 191–192.

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41. FROM NANCY TO ÉPINAL AND BELFORT

RAILWAY, 113¼ m. (183 km.) in 3¼–3¾ hrs. (82 fr. 45, 55 fr. 65, 36 fr. 25 c.); to *Épinal*, 46 m. (74 km.) in 1¼–2¼ hrs. (33 fr. 35, 22 fr. 50, 14 fr. 65 c.).

ROAD, 101¾ m. (164 km.).—18 m. (29 km.) *Bayon* (see below).—42¾ m. (69 km.) **Épinal** (see below).—60¾ m. (97 km.) *Remiremont* (p. 204).—78¼ m. (126 km.) *St-Maurice* (p. 206).—84¼ m. (136 km.) *Ballon d'Alsace* (p. 207).—101¾ m. (164 km.) **Belfort** (p. 184).

Nancy, see Rte. 34; thence to (14¼ m., 23 km.) *Blainville-la-Grande*, see p. 162.—Beyond Blainville, diverging to the right from the Strasbourg line, we cross a plateau between the valleys of the Meurthe and the Moselle.—At (23½ m.) *Bayon* (Hôt. de Lorraine), a little wine-growing town at the confluence of the Moselle and the *Euron*, the German invasion of 1914 was checked by Dubail and Castelnau (Aug. 24th). In the church is a noteworthy Entombment (16–17th cent.).—We traverse the valley of the Moselle for a short distance before entering the Forest of Charmes.

30½ m. (49 km.) *Charmes* (Hôt. du Lion d'Or; de la Gare), an industrial town (3887 inhab.), lies on the left bank of the Moselle. From the fine 18th cent. bridge (12 arches; view) which crosses the river from the station to the town, the Rue du Pont ascends to the Grande-Rue. The 15–16th cent. church has a Renaissance chapel (in the N. transept) containing an Entombment, in soft limestone, of the Italian school, and a statue of St. Christopher by Florent Drouin; the stained glass of the choir is noteworthy. Above the 18th cent. Hôtel de Ville is the curious Maison des Loups (now the Café de Paris), a 15th cent. house which belonged at one time to Marshal Bassompierre.

At *Chamagne*, 3 m. N., a tablet marks the house in which Claude Gellée, or Claude Lorrain (1600–82), the famous painter, was born.

A branch-line runs E. to (17½ m., 28 km.) *Rambervillers* (p. 163), viâ (5¼ m.) *Verrerie de Portieux*, with glass-works founded in 1705 (over 1500 workmen).

We cross the Moselle by a skew-bridge.—36¾ m. *Châtel-Nomexy* is the station for *Nomexy*, an industrial town (2170 inhab.), and for *Châtel-sur-Moselle* (Hôt. de la Moselle), an ancient little town (1470 inhab.) with remains of fortifications and a 15th cent. church, notable for its graceful timbered spire.—41½ m. *Thaon-les-Vosges* (8018 inhab.; Hôt. du Commerce) has large bleaching works.

46 m. (74 km.) **ÉPINAL** (1069 ft.), a first-class fortress and the chief town (25,816 inhab.) in the department of the *Vosges*, consists of the Grande-Ville, on the right bank of the Moselle, the Petite-Ville, on an island formed by the river and the Canal de l'Est, and the Faubourg de l'Hospice, the quarter near the station. This quiet modern garrison town is a convenient base for excursions in the Vosges.

Hotels. GRAND-HÔTEL DU LOUVRE ET D'ANGLETERRE (Pl. a; B 2), Rue de la Gare and Quai des Bons-Enfants, R. 25–30 fr., L. or D. 18 fr.; DE LA POMME D'OR, 10 Rue Rualménil (Pl. B, C 3); MODERNE, Rue d'Arches (Pl. C 3), R. 15–45 fr., L. or D. 12 fr.; DES VOSGES ET TERMINUS (Pl. b; A 2), opposite the station.

Restaurants. *Buffet de la Gare*, L.

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or D. 10 fr.; *Moderne*, Rue d'Arches (Pl. C 2); *Grande-Taverne*, Quai des Bons-Enfants; also at the hotels.

Post Office (Pl. B 1), Place Léopold. —SYNDICAT D'INITIATIVE, 32 Rue Léopold-Bourg. — BANKS. *Société Générale*, Rue de la Bourse; *Crédit Lyonnais*, Quai Jules Ferry.

Autocars daily to *Sarrebourg* in 2¾ hrs. (29 fr.); thrice weekly to *Luxeuil* in 2¼ hrs. (19 fr.).—In summer: daily viâ Luxeuil to *Belfort* in 4 hrs.; and twice weekly to *Vittel* and *Contrexéville* and to *Remiremont*, *Gérardmer* (30 fr. 25 c.) and *Colmar* (60 fr. 25 c.).

History. Épinal (Spinalium) grew up around a church founded in 980 by Thierry I, bishop of Metz, whose successors ruled the town until 1444. It then passed to Charles VII and (in 1466) to the duchy of Lorraine, which was incorporated in France three centuries later. The chapter of the Noble Ladies of Épinal, members of which had to show sixteen quarterings, owned no superior but the Pope (comp. pp. 204, 280).—Épinal fell to the Prussians in 1870, after which its detached forts were linked with those of Toul and Belfort. Épinal is noted for its manufacture of popular images and figures ('imagerie').

The Rue de la Gare leads from the station to the *Pont des Quatre-Nations* (Pl. B 2), which is continued by the Rue Léopold-Bourg, the main street of the Petite-Ville. The main arm of the Moselle is spanned by the *Pont de Pierre* (Pl. B 2), leading to the Grande-Ville, in the middle of which is the rather insignificant *Place des Vosges* (Pl. C 2, 3).

The church of ***St-Maurice** (Pl. C 3), at the end of the short Rue de l'Église, is a curious medley of white and red sandstone, Gothic and Romanesque (11–14th cent.): "built anyhow, in twenty styles," as Mr. Belloc remarks. It preserves an original transept with striking exterior turrets (11–13th cent.) resembling those of a feudal castle. The 14th cent. pentagonal apse and the Romanesque tower at the W. end are noteworthy. The deep and beautiful *N. Portal*, with its elegant columns, was called the 'citizens' porch' to distinguish it from that of the Noble Ladies, opening on the cloister to the S. In a side chapel are an Entombment and an Ecce Homo of the 16th century.

On the hill above the church (5 min.) is the *Parc du Château* (Pl. B, C 1; 64 acres), with ruins of the old castle and several fine view-points. The chief entrance is in the Faubourg-d'Ambrail.

From the Place St-Goëry, S.W. of St-Maurice, the Rue d'Arches, with the *Theatre* (Pl. C 3), and the Rue Sadi-Carnot bring us to the *Pont Sadi-Carnot* (Pl. B 3), by which we regain the Petite-Ville. At the S. end of the Petite-Ville stands the **Musée** (Pl. B 3; open free on Sun. and Thurs., 1–4 or 5; on other days 9–12 and 1–4, adm. 1 fr.), in the buildings of the former hospital (1632). The collections include antiquities, a good provincial picture-gallery, and some ancient stained glass.

GROUND FLOOR. Gallo-Roman antiquities and sculptures from Grand (p. 154), etc., including an *Equestrian Group* from Portieux, the *Cippus of Vircourt*, and a *Bas-Relief* from the Donon (p. 198) inscribed 'Bellicus Surbur.' The *Archæological Garden* is tastefully arranged.—*Salle Lagarde.* Arms and armour, furniture, pottery.—Staircase and landing. *Stained Glass (1543) from the abbey of Autrey.

FIRST FLOOR. **Picture Gallery.** *Jan Molenaer* or *Molnau*, Young man scratched by a cat; *Paul Bril*, Landscape; *Clouet*, Portrait of a woman; *Panini*, Landscapes; *After Titian*, St. Sebastian; *J. Rottenhammer*, Susanna and the Elders; *J. Parrocel*, Cavalry on a bridge; *J. Lingelbach*, Market; *Amber*.

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Adoration of the shepherds; *German School* (*XVI Cent.*), Portrait of a man; *J. Jouvenet*, Latona with her children, Apollo and Diana; *Chardin* (or Dutch School), Portrait; *C. de Hooch*, Thermæ of Titus at Rome (1637); *J. van Ruysdael*, Forest scene; *Courtois* (the Burgundian), Battle-scene; *L. Français*, Scene near Meudon, *Evening on the Seine (1864); *Le Poittevin*; Night piece; *Master of the Death of Mary*, *Holy Family; *Quentin de la Tour*, Portrait; *Holbein the Younger*, Alleged portrait of Calvin; *Largillière*, Portrait; *P. Mignard*, Portrait; *Rembrandt*, *Nun (1661), injured by restoration; *Carlo Maratti*, School of Athens, after Raphael, handsomely framed; *18th Cent. School*, Catherine Opalinska; *J. van Neck*, Portrait (1683); *C. van Loo*, Head of a young Bacchante; *Ribera*, *Visit of St. Antony to St. Paul in the desert; *Lemoyne*, Head of a young girl; *M. de Guy*, Children with a goat, imitated from a bas-relief; *Van Goyen*, Landscape (1634); *Sebastian Ricci*, Hermits tormented by demons; *Claude Lorrain*, Landscape; *Salv. Rosa*, Landscape; *P. Mignard*, Head of Christ, weeping Virgin, Duke Charles IV of Lorraine; *Ribera*, St. Jerome awakened by an angel; *Cl. Vernet*, Villa of Maecenas and temple of the Sibyl.—**Statuette of a Hermaphrodite*, a Gallo-Roman bronze found at Sion (1831); miniature bust of Voltaire; miniatures, coins, seals, paper money of the war of 1914–18, charter of nobility given by Duke Charles IV to Jean François Poirot (1639), etc.—From the Picture Gallery a few steps lead to the *Salle Oulmont*, consisting chiefly of 18th cent. French water colours, drawings, pastels, etc., by *Boucher*, *Fragonard*, *Greuze*, *J. Vernet*, *Mme Vigée-Lebrun*, etc.—Local 18th cent. clock from the Petite Ville; *Images d'Épinal.—A staircase leads from the landing to a *Natural History Gallery*.—To the right is a good reproduction of a Vosges kitchen, complete with furniture, utensils, etc.

We may regain the station viâ the Quai des Bons-Enfants (Pl. B 2, 3), on the other side of the canal, and the Rue de la Gare. The Rue de la Fayencerie, continuing the quai to the N. of the Pont des Quatre-Nations, leads to the *Maison Romaine* (Pl. B 1; adm. free), built in 1892 on the plan of the Pompeian houses. Adjoining is the *Public Library*, which possesses some good illuminated MSS. and early printed books.

From Épinal to *Neufchâteau*, see p. 191; to *Jussey*, see p. 182; to *St-Dié*, *Gérardmer*, *Remiremont*, *Cornimont*, and *Bussang* (Vosges), see Rte. 42.

Beyond Épinal the line quits the Moselle and ascends a tributary valley. After crossing a ridge it descends into the basin of the Saône.

64½ m. (104 km.) **Bains-les-Bains**, see p. 188. We presently descend into the valley of the Semouse.—**73¼ m. (118 km.)** *Aillevillers* (Buffet-Hôtel) is the junction for **(6¾ m., 11 km. E.) Plombières-les-Bains** (p. 188).

From Aillevillers to Port-d'Atelier, 18¾ m. (30 km.), railway in 30–50 min. (1 fr. 50, 9 fr. 10, 5 fr. 95 c.); the 'Train des Eaux' from Paris to Gérardmer takes this route.—We descend the valley of the Semouse viâ (3 m.) *St-Loup-sur-Semouse* (2816 inhab.; Hôt. de la Poste), with its handsome bridge (1798), and (8 m.) *Conflans-Varigney*.—15½ m. *Faverney* (Hôt. du Cheval-Blanc; Jeune France) has a 13–14th cent. church, the relic of a nunnery (founded in 720), and cavalry barracks of 1754, now a remount depôt.—18¾ m. (30 km.) *Port-d'Atelier*, see p. 182.

From Aillevillers to Faymont, 12½ m. (20 km.), railway in ¾ hr. (9 fr., 6 fr. 10, 3 fr. 95 c.). We diverge to the left from the Belfort line at (3¾ m.) *Corbenay* (see p. 197) and ascend the pretty *Val d'Ajol*, which is watered by the *Combeauté*.—5½ m. *Fougerolles* (Hôt. du Commerce; des Voyageurs), a town of 1698 inhab., is noted for its manufacture of kirsch.—10 m. *Le Val d'Ajol* (several inns) is a scattered industrial community (6757 inhab.) embracing many hamlets.—12½ m. (20 km.) *Faymont* (Hôt. du Cheval-Blanc) is a hamlet charmingly situated near the 'valley of rocks,' a defile of the Combeauté; in a tributary valley is a waterfall.

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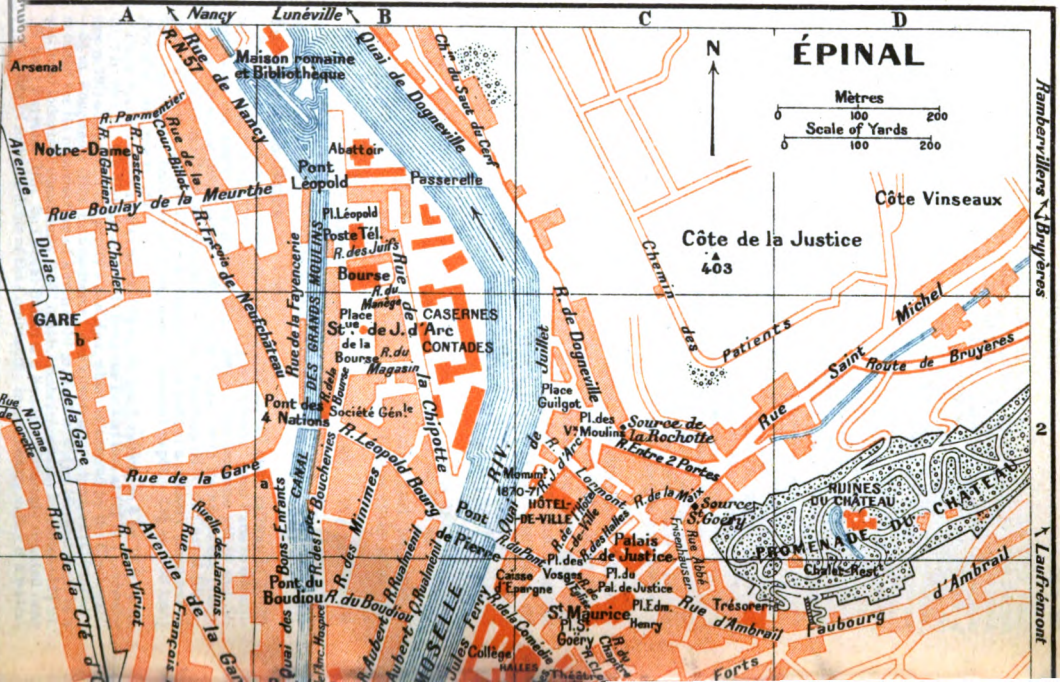
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Bruyères
Laufrémont
Arsenal
Maison romaine et Bibliothèque
Quai de Dogneville
Ch.ne du Saut du Cerf
R.N.57
Rue de Nancy
Notre-Dame
R. Parmentier
R. Pasteur
Cour-Billot
Rue de la
R. Gallieni
R. Charlet
Avenue Dulac
Rue Boulay de la Meurthe
Abattoir
Pont Léopold
Passerelle
Pl. Léopold
Poste Tél.
R. des Juifs
Bourse
R. du Manège
Place de la Bourse
CASERNES St.t de J. d'Arc CONTADES
R. du Magasin
R. de la Fayencerie
R. Froide de Neufchateau
DES GRANDS MOUENS
GARE
R. de la Gare
Rue de la Gare
Pont des 4 Nations
Société Gén.le
R. Léopold Bourg
R. de la Chipotte
Rue N. Dame de Lorette
Rue de la Clé d'
Avenue Jean Viriot
Ruelle des Jardins
Rue
Pont du Boudiou
R. du Boudiou
R. des Bons-Enfants
R. des Pt.s Boucheries
R. des Minimes
R. Aubert
R. Rualménil
Quai des
R. de l'Arc
Hospice
Côte de la Justice
403
Chemin des Patients
Côte Vinseaux
Route de Bruyères
Saint Michel
R. de Dogneville
Place Guilgot
R. du 14 Juillet
Pl. des Vx Moulins
Source de la Rochotte
R. Entre 2 Portes
Rue
Mommen 1870-71
HÔTEL-DE-VILLE
R. de l'Hôtel-de-Ville
R. des Halles
Pont de Pierre
Pont
Chaussée
Longmont
R. de la Mairie
Source St Goery
RUINES DU CHÂTEAU
CHÂTEAU
PROMENADE DU
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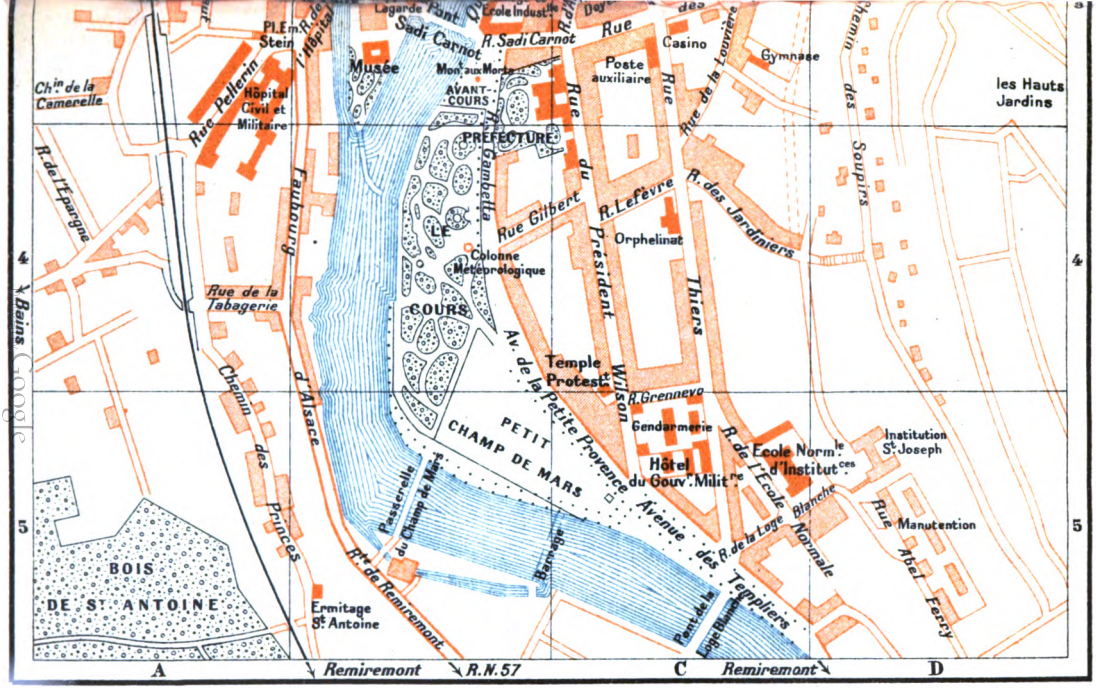
Palais de Justice
Pl. du Pal. de Justice
Caisse d'Epargne
Vosges
Pl. des Halles
Pl. du
Pl. Edm. Henry
Pl. St Goery
St Maurice
Trésorerie
Rue d'Ambrail
Faubourg
Forts
Collège
HALLES
Théâtre
R. de la Comédie
Rue Abbé Prosper Laurent
R. Thiers
R. Clémenceau
R. Gambetta
Rue Basse
Rue des Jardins
Rue des Terreaux
MOSELLE
Chalet
d'Ambrail



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Beyond Aillevillers we cross the Semouse and the Augronne. —77 m. *Corbenay*.—78¾ m. *Fontaine-lès-Luxeuil*.—82½ m. (133 km.) **Luxeuil,** see p. 189.

Beyond Luxeuil the railway crosses the broad valley of the Breuchin, and afterwards skirts a lake.—93¾ m. (151 km.) *Lure*, and thence to (113½ m., 183 km.) **Belfort,** see p. 183.

42. THE VOSGES

APPROACHES. The most convenient points from which to visit the Vosges are *Lunéville* (p. 162), *Épinal* (p. 194), and *Belfort* (p. 184), on the W. or French side, and *Colmar* (p. 236), *Sélestat* (p. 233), and *Strasbourg* (p. 220), on the E. or Alsatian side.—Between the main line from Paris to Strasbourg (Rte. 33), which passes through Saverne (p. 213) on the N., and the line from Paris to Basle (Rte. 38), which passes through Belfort (p. 184) on the S., there was no railway across the Vosges until 1928, when the line from St-Dié (p. 198) to Saales (p. 232) was opened. Various other plans for the 'percée des Vosges' have been propounded. Numerous branch-lines ascend the valleys on both slopes and more or less regular services of motor-coaches ply over the principal passes; while, in addition, many circular excursions or 'circuits' are arranged during the summer months by autocars from various centres.

The mountain range of the **Vosges** (the Roman *Sylva Vosagus*, and the German *Wasgenwald*) consists of a long granite and sandstone 'massif' separated from the Jura by the gap of Belfort (p. 184) and extending thence N.E. to the neighbourhood of Bingen, on the Rhine, its total length being 170 m., and its greatest width (at the two extremities) 40–45 m. Geologically a continuation of the Black Forest, it presents its main escarpment to the Rhine, sloping more gently to the W. The granite *Hautes-Vosges* extend from Belfort to the valley of the Bruche, S.W. of Strasbourg; thence the sandstone *Basses-Vosges* continue the range N. to Saverne, beyond which the *N. Vosges*, covered with heath and brushwood, are continued by the German Hardtgebirge to the Rhine. The highest of the rounded summits (*Ballon de Guebwiller*, 4679 ft.; *Hohneck*, 4462 ft.) are in the S. part of the range, which from 1871 to 1918 formed the boundary between France and Germany, and in the Great War constituted the 'extreme right' of the Allied line. Among the hills enclosed by the narrow belt of the battle-front, the *Hartmannsweilerkopf* and the *Lingenkopf* (Linge) are the most notorious. The Vosges are characterized by splendid pine forests on their lower slopes, above which are open pastures dotted with châlets. They offer few attractions to rock-climbers, but are much visited in summer for their pure mountain air, and in winter for tobogganing and ski-running. The beautiful valleys are linked by well-marked forest paths, and the passes (the highest of which is the *Col de la Schlucht*, 3707 ft.) command fine views.

Although the more abrupt Alsatian slope (see Rtes. 46–48), on which are several crumbling castles, offers fine scenery, the western slope is the more frequented by tourists. The chief resorts are Gérardmer (p. 201), Remiremont (p. 204), Cornimont (p. 205), Bussang (p. 206), Bruyères (p. 200), and the fashionable spas (Plombières, Vittel, Contrexéville, etc.) on the extreme W. slope (see Rte. 39). The towns of Épinal on the one side, and Colmar on the other, are centres for excursions.

The rainfall of the Vosges is heavy (50–60 inches), but falls mainly in spring; on the E. side the vine ripens even at the height of 1300 ft. An Alsatian patois is largely spoken. A journey on foot through the Hautes-Vosges is described in Mr. Hilaire Belloc's 'Path to Rome.'

A. From Lunéville to St-Dié (Saales, Strasbourg)

RAILWAY, 31¾ m. (51 km.) in 1½ hr. (23 fr., 15 fr. 50, 10 fr. 10 c.); to *Strasbourg*, 85¾ m. (138 km.) in 4½–5 hrs., changing at St-Dié (62 fr. 15, 41 fr. 95, 27 fr. 35 c.). This is a convenient approach to the Vosges from the main Paris–Strasbourg railway.

Lunéville, see p. 162. The line ascends the broad valley of the Meurthe, skirting the *Forest of Mondon*, about 10–12 m.

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S.W. of the front of 1914–18.—9¼ m. *Ménil-Flin.*—15 m. (24 km.) *Baccarat* (Hôt. du Pont; de la Gare), a town of 5383 inhab., with vestiges of former ramparts, has important manufactures of crystal glass. The Baccarat sector was a centre of American activity on the Vosges front in 1918.

A branch-line runs E. to (8¾ m.) *Badonviller* (Hôt. de la Gare), an industrial town (2064 inhab.), on the *Blette*, at the foot of the Basses-Vosges (p. 197).

21 m. (34 km.) **Raon-l'Étape** (*Hotel de la Gare*), an ancient town (3834 inhab.), partly destroyed in 1914, charmingly situated on the Meurthe and the *Plaine*, is connected by a bridge with the industrial suburb of *La Neuveville-lès-Raon* (2769 inhab.). It is a centre for many beautiful excursions; e.g. to the *Roche du Pilier* (1722 ft.), 3 m. E., to the *Pierre d'Appel* (1643 ft.), 2½ m. S.E., and to the *Vallée des Ravines*, 3–6 m. E.

From Raon-l'Étape to Raon-sur-Plaine, 15 m. (24 km.), light railway in 1¼–2 hrs. (8 fr. 10, 6 fr. 10 c.), ascending the **Vallée de Celles*, on the left bank of the Plaine.—6¾ m. *Celles-sur-Plaine* (Hôt. Poussardin) lay just within the French lines of 1914–18.—We cross the former front before reaching (11 m.) *Allarmont*, at the foot of the *Grand Brocard* (2631 ft.) and the *St-Grime* (2824 ft.).—12½ m. *Vexaincourt* lies near the charming *Lac de la Maix* (2186 ft.; 1½ m. E.) and the *Signal des Hautes-Chaumes* (3061 ft.; 6 m. S.E. in 3–4 hrs.).—15 m. (24 km.) *Raon-sur-Plaine* (1414 ft.), close to the old Franco-German frontier, is a starting-point for the ascent of the **Donon** (3307 ft.; 2½ hrs.; *Hôt. Velléda*; *View), an isolated and imposing peak, twice recaptured by the French at the outset of the War. On the rocky summit are a war monument and two mountain-indicators; a small granite 'temple' shelters some of the many antiquities discovered on the slopes. To the E.N.E. rises the *Petit-Donon* (3161 ft.). The descent may be made to (4 m. S.E.) *Schirmeck* (p. 232), or to (8 m. E.) *Urmatt* (p. 232).

24 m. *Étival-Clairefontaine* is the station for *Étival* (876 inhab.; Hôt. de la Misquette), with an abbey-church, partly Romanesque.

From Étival to Senones, 5½ m. (9 km.), light railway in 20 minutes.—2½ m. *Moyenmoutier* (inn), on the Rabodeau, is an industrial town of 2311 inhab., with the handsome church (rebuilt in 1766) of a famous abbey founded in the 12th century. To the N. rises the precipitous *Haute-Pierre* (1896 ft.). About 5 m. S.E. is *Ban-de-Sapt* (p. 232).—5½ m. (9 km.) **Senones** (3915 inhab.), beautifully situated in an amphitheatre of wooded hills, lay just behind the German lines of 1914–18, and was greatly damaged by bombardments. From 1751 to 1793 it was the capital of the independent principality of Salm-Salm. The buildings of the Benedictine abbey (founded in 662) and the château of the princes are both used as mills. The Romanesque church contains the tomb of Dom **Calmet** (1672–1757), to whom Voltaire paid a month's visit in 1754. The *Col du Hantz* (2100 ft.; inn) leads from Senones to (10 m., 16 km.) *St-Blaise* (p. 232).

Beyond Étival the line crosses the Meurthe; on the right are the twin cones of the Jumeaux (1193 ft.).

31¾ m. (51 km.) **ST-DIÉ** (*Hôt. de la Poste*, R. from 10 fr.; *du Globe*; *Nouvel-Hôtel*, R. from 13 fr., L. or D. 16 fr.; *Terminus*), a picturesque cathedral town (15,921 inhab.; 'Deodatiens') on the Meurthe, in a basin surrounded by wooded hills, is a centre for excursions in the upper and middle Vosges. It takes its name from St. Deodatus (7th cent.), founder of a monastery which afterwards became a celebrated chapter of canons. The town was occupied in 1914, but was retaken by De Castelnau on Sept. 10th,

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and remained a few miles behind the French front. It was bombarded in 1914–15. American troops held the line E. of the town in 1917–18.

From the station the Rue Gambetta leads to the *Place St-Martin*, with the parish church (1895). Beyond the bridge over the Meurthe we enter the Rue Thiers, the chief thoroughfare, in which stands the arcaded red sandstone *Hôtel de Ville* (1765), with a theatre, library, and museum of antiquities and natural history. The Museum (adm. on application to the concierge; 2 fr.) contains a fine copy of the **Cosmographiae Introductio* (see below), an illuminated *Gradual* of 1510, and various letters and documents of American interest. The monument to Jules Ferry (1832–93; born at No. 60 Rue Thiers) in the Place Jules-Ferry, at the end of the street, includes a statue of France with the features of Mme Ferry. On the left, adjoining a chemist's shop, is the house (tablets) in which was established the former collegiate printing-press. Hence in 1507 was issued a geographical work, the *Cosmographiae Introductio*, in which for the first time the name of America (after Amerigo Vespucci) was suggested for the New World; and from this circumstance St-Dié has been known as 'la commère d'Amérique.'

From the Place Jules-Ferry a double flight of steps ascends to the CATHEDRAL or *Grande-Église*, a rather dull red granite structure with a Romanesque nave, a choir and aisles of the 13–14th cent. (mural paintings), and an 18th cent. portal flanked by two towers. A late-Gothic *Cloister*, entered from a door behind the pulpit, and noteworthy for its beautiful arcading, leads to the **Petite-Église*, a delightful building in the purest Romanesque style (12th cent.), well restored, with a good portal and narthex.

Immediately W. of the town rise the *Roches St-Martin* and *Roches du Kiosque* (2395 ft.; ¾–1¼ hr.), with a wilderness of boulders. Farther S.W. is the *Kemberg* (2410 ft.), entirely covered with pines.—To the E. of St-Dié rises the *Montaigne d'Ormont*, crowned by the Roche du Sapin-Sec or 'Chaire du Diable' (2920 ft.; 2¾ hrs.; *View); and farther S.E. is the narrow devastated belt of 1914–18, including the *Spitzemberg* and the village of *Frapelle*, captured by Americans in 1918.

The road from St-Dié to (15 m., 24 km.) *Ste-Marie-aux-Mines* (p. 235; motor-omnibuses thrice daily) crosses the *Col de Ste-Marie* (2501 ft.), beneath the *Château-de-Faite* (2893 ft.), on which are vestiges of a 14th cent. castle of the dukes of Lorraine. Farther N. rises the *Tête-des-Héraux* (3241 ft.; 1½ hr. from the head of the pass).

From St-Dié to *Saales* and *Strasbourg*, see Rte. 46; to *Épinal*, see Rte. 42B; to the *Col du Bonhomme* and *La Poutroye*, see Rte. 42c; to *Bruyères* by road, see p. 200; to *Gérardmer* by road, see p. 202; to *Nancy* by autocar, see p. 164.

B. From Épinal to St-Dié (Saales, Strasbourg)

RAILWAY to *St-Dié*, 38 m. (61 km.) in 1¼–2 hrs. (27 fr. 50, 18 fr. 55, 12 fr. 10 c.); to *Strasbourg*, 92 m. (148 km.), two through expresses daily in 3½ hrs. (66 fr. 65, 45 fr., 29 fr. 35 c.). The route to the *Col du Bonhomme* diverges at St-Léonard.

Épinal, see p. 194. The railway ascends the valley of the Moselle, crossing viaducts over two tributary streams.—Beyond (3 m.) *Dinozé* we skirt the left bank of the river.—

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7½ m. *Arches* (Hôt. de la Truite-Renommée), the junction for Remiremont and Bussang (Rtes. 42E, 42F), has some ruins of a 13th cent. castle. Just above *Archettes*, on the opposite bank, is a paper-mill which belonged to Beaumarchais.—We skirt the *Fort d'Arches*, one of the outlying forts of Épinal, cross the Moselle, and ascend the valley of the *Vologne*.—9¼ m. *Jarménil*, at the foot of cliffs.—11¾ m. *Docelles-Cheniménil*, 5 m. E. of which, and c. 2 m. from the village of Tendon, is the waterfall of *Tendon* (100 ft.).

19¼ m. (31 km.) **Bruyères** (2726 inhab.; *Hôt. de Paris*; *de la Renaissance*; *du Centre*, etc.), an ancient fortress, is frequented by summer visitors for its mountain air (1571 ft.) and its wooded hills.

The *Mont Avison* (1972 ft.; view) may be ascended in ¾ hr.—The road from Bruyères to *St-Dié* (16¼ m., 26 km.), viâ (10¼ m.) the *Col du Haut-Jacques*, traverses splendid scenery.—From Bruyères to *Lunéville* viâ Rambervillers, see p. 163.

21¾ m. (35 km.) *Laveline-devant-Bruyères*, junction for Gérardmer (p. 201), lies at the foot of the wooded *Mont Bourmont* (2296 ft.). We enter the valley of the *Neuné* and pass the *Cour Moinel* (2595 ft.) and the *Mont Thiriville* (2468 ft.), both on the right.—28½ (46 km.) *Corcieux-Vanémont*.—The railway crosses the Neuné and enters the wild and beautiful valley of the upper Meurthe, with its great pine-forests.—33 m. *St-Léonard* (Hôt. du Saumon) is the junction for Fraize (see below).—The line to St-Dié descends the valley of the Meurthe.—38 m. (61 km.) **St-Dié,** see p. 198.

C. From St-Dié to the Col du Bonhomme and La Poutroye (Colmar)

35½ m. (57 km.).—Railway to (10 m., 16 km.) *Fraize* in ¾ hr.—Road thence viâ the Col to (13 m., 21 km.) *La Poutroye*.—Light Railway from La Poutroye to (13 m., 21 km.) *Colmar*, see p. 238.

In summer an Autocar (coming from Nancy) plies twice daily from St-Dié to Colmar (see p. 164); fare from St-Dié to La Poutroye (1¼ hr.) 15 fr., to Colmar 21 fr.—During the winter sports season autocars run daily to the Col du Bonhomme in 1 hr. (10 fr.; return 16 fr.).

Passengers from Épinal, who join this route at St-Léonard, must add 25 m. (40 km.) to the distances given below.

From St-Dié to (5¾ m., 9 km.) *St-Léonard*, see above.—A branch-line ascends thence to (10 m., 16 km.) **Fraize** (1663 ft.; *Grand-Hôtel*, R. 12–20 fr.; L. or D. 12 fr.; *de la Gare*), a small cotton-weaving town (1608 inhab.) and quiet summer resort on the Grande-Meurthe. Fraize, which lies at the foot of several passes in the Hautes-Vosges, is a good centre for excursions.

From Fraize to the Col du Louschbach (Lac Blanc). The carriage road, diverging from the Col du Bonhomme road near the beginning of (¾ m.) *Plainfaing* (see p. 201), leads S. to (5½ m.) *Le Rudlin* (inn), where it divides. The branch to the right, passing near the pretty waterfall of Rudlin, goes on S.W. viâ *Le Grand-Valtin* (9 m.; p. 202) to *Gérardmer* (15 m., 25 km.; p. 201). We, however, follow the left branch, which ascends N.E. in many windings to (9 m., 15 km.) the **Col du Louschbach** (3127 ft.; a good view-point, occupied by

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French troops in 1914. Thence roads lead E. to the Lac Blanc (p. 238) and N. to the Col du Bonhomme (see below).—Walkers from Fraize to the Col du Louschbach may quit the new Col du Bonhomme road at (1½ m., 2 km.) *Les Auvernelles* (see below) and follow the old road viâ (½ m. farther) *Barançon*. About ½ m. still farther (guide-post) they diverge to the right (S.) and thence find their way by forest-paths to (c. 4 m.) the col.

Immediately N.E. of Fraize is the *Col des Journaux*, commanding a fine view of the valley of the Grande-Meurthe.

The road from Fraize over the Col du Bonhomme ascends the left bank of the Grande-Meurthe viâ (¾ m.) *Plainfang*, the centre of an extensive weaving industry.—At (1½ m.) *Les Auvernelles* our route bends sharply to the left, while the old road goes straight on. Beyond the hamlet of (2½ m.) *Le Trou-du-Loup* the road makes a loop, with charming views of the valley.—6½ m. (10 km.) **Col du Bonhomme** (3120 ft.; *Cheval-Blanc*, R. from 12 fr., L. 14, D. 12 fr.), between the *Grands-Ordons*, on the N. and the *Hautes-Chaumes* on the S., is second in importance only to the Schlucht (p. 203) among Vosges passes. We here cross the former Franco-German frontier. The pass was seized by the French in a sharp fight at the outset of the War.

Just beyond the col a road diverges on the right (S.) for the Col du Louschbach (see above).—The old road to Le Bonhomme (see below), running E. from the col, is a short cut for walkers.

From the Col du Bonhomme the road descends in a long loop to the S., with sweeping curves commanding fine views of the Alsatian plain and the Rhine.—9¼ m. (15 km.) *Le Bonhomme* (Hôt. du Cheval Blanc), a village partly destroyed in the War, is a starting-point for many fine excursions.—13 m. (21 km.) *La Poutroye* and thence to *Colmar*, see p. 238.

D. From Épinal to Gérardmer, La Schlucht, and the Hohneck

Railway to *Gérardmer*, 33 m. (53 km.) in 1½–2¼ hrs. (23 fr. 90, 16 fr. 10, 10 fr. 50 c.).—Steam and electric tramways run thence in summer only to (11¼ m., 18 km.) *La Schlucht* and (13¾ m., 22 km.) the *Hohneck*; change at Retournemer (p. 202).—During the winter sports season, an Autocar runs on Sat., Sun., and holidays from Gérardmer to La Schlucht (15 fr. 25, return 20 fr. 25 c.).

From Épinal to (21¾ m., 35 km.) *Laveline-devant-Bruyères*, see pp. 199–200. The branch-line to Gérardmer ascends the valley of the *Vologne*, in which are several cotton-mills.—25½ m. *Granges* (2197 inhab.) is a small spinning town, whence the *Spiémont* (2661 ft.; view), 3 m. S.W., may be ascended in 1½ hr.—The beautiful defile which we now traverse is known as the *Vallée de Granges*.—Beyond (31½ m.) *Kichompré* the line follows the curving course of the *Jamagne*, which issues from the lake of Gérardmer.

33 m. (53 km.) **GÉRARDMER** (2201 ft.; pron. *Gérardmé*), a picturesque town (3962 inhab.) on a lake, in the heart of the Hautes-Vosges, is frequented both as a summer and as a winter resort and claims 100,000 visitors yearly. It is noted for its cheeses (' Géromés ') and has large sawmills and linen factories. The name is traditionally derived from Gerard of

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Alsace, the first duke of Lorraine, who built a keep here c. 1070. The climate is bracing but chilly.

Stations. *Gare de l'Est*, for all main line trains.—*Tramway Station* for La Schlucht and the Hohneck, adjoining the Gare de l'Est; *Tramway Station* for Remiremont, Boul. des Xettes, N.W. of the Gare de l'Est.

Hotels. GRAND-HÔTEL DU LAC, 160 R., overlooking the lake; GRAND-HÔTEL ET HÔTEL DE LA POSTE, 145 R., Place du Tilleul, in summer only, R. 20–150 fr., L. or D. 25 fr., pens. from 60 fr.; *BEAU RIVAGE, overlooking the lake, 50 R., R. 22–75 fr., L. or D. 20 fr., pens. from 50 fr.; MONPLAISIR, overlooking the lake; CHOLÉ ET TERMINUS, 80 R., R. 15–60 fr., pens. 42–60 fr.; DES BAINS, 50 R., R. 20–55 fr., L. or D. 20 fr., pens. from 45 fr.; DE LA PROVIDENCE, 43 R., R. 15–60 fr., L. or D. 18 fr.; MODERNE, 45 R., R. 16–35 fr., L. or D. 16 fr., pens. 35 fr.; DE LA PAIX, 35 R., R. 18–35 fr., L. or D. 18 fr., pens. 40 fr.; DES VOSGES, 25 R., R. from 15 fr., L. or D. 12 fr., pens. from 30 fr.; D'ALSACE-LORRAINE, 26 R., R. from 12 fr., L. or D. 14 fr., pens. from 32 fr.; etc.

Restaurants at the hotels. Also **Des Hirondelles*, overlooking the lake, L. or D. 20 fr.

Post Office, Rue de la Gare.—BANKS. *Banque Nationale de Crédit, Société Générale* (in the season only), 59 & 53 Grande Rue.

Season, May–Sept.; for winter sports, Dec.–March.—SYNDICAT D'INITIATIVE, near the station.

Autocars twice daily to *Colmar* viâ La Schlucht (25 fr.).—In summer: to *Contrexéville* and *Vittel* twice weekly viâ Plombières-les-Bains, and twice weekly viâ Épinal; four times weekly viâ the Ballon d'Alsace to *Belfort* (35 fr. 25 c.); twice weekly to *Strasbourg* (50 fr. 25, return 90 fr. 25 c.); twice weekly viâ the Col du Bonhomme to *Les Trois Épis*; etc.

From the Place de la Gare the Boulevard du Lac, the chief thoroughfare, leads to the shore of the lake. On the left are the *Établissement* (behind which, in the Place du Tilleul, is a lime tree c. 100 ft. high dating from the late 16th cent.), the *Casino* with concert-room, theatre, and salles de jeu, and the *Promenade du Trexeau*. The *Lake (swimming-baths; boats for hire) is a beautiful sheet of water 1½ m. long and ½ m. wide, encircled by a double ring of pine-clad hills.—Short excursions may be made to the *Vierge de la Creuse* (2 m. S.), a Virgin painted on a rock; to the *Saut-de-la-Bourrique* (3 m. S.W.); to the *Sapin Géant* or giant fir-tree (160 ft.; 3 m. W.); and to the *Observatoire du Phény* (1¼ m. W.). Organized walks ('Promenades Accompagnées') are arranged by the chief hotels.

The road from Gérardmer to (8 m., 13 km.) *La Bresse* (p. 206) crosses (5 m.) the *Col de la Grosse-Pierre* (3133 ft.).—The road to (10 m.) *Le Rudlin* (p. 200) crosses (4½ m.) the *Col de Surceneux* (2647 ft.) and goes on viâ (6½ m.) *Le Grand-Valtin*, at the foot of the *Signal de Sérichamp* (3750 ft.; steep ascent of 1 hr.; *View).—The road to (22½ m., 36 km.) *St-Dié* (p. 198) passes through (6½ m.) the wild *Défilé de Straiture*; a good alternative route for walkers (17½ m., 28 km.) is to cross (3 m.) the *Col de Martimpré* (2628 ft.).

From Gérardmer to *Remiremont*, see p. 205.

Leaving the town viâ the Boulevard Kelsch, the tramway traverses (1½ m.) *La Croisette* and ascends the valley of the Vologne.—2 m. *Saut-des-Cuves* (Hôtel, L. or D. 15 fr.), with a waterfall and a 'theatre populaire' for open-air performances in summer.—3¾ m. (6 km.) *Longemer* (*Hôt. du Lac) has a charming lake shut in by abrupt wooded slopes.—On the left rises the Roche du Diable.—At (6¼ m., 11 km.) *Retournemer* (Hôtel-Restaurant) we change from the steam tramway to

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the electric tramway. Retournemer stands on the shores of another small lake, delightfully situated at the foot of a rocky hillock with a belvedere (2552 ft.). It derives its name from the fact that a 'cirque' seems to close the valley here, compelling the traveller to 'return.'

Just below the outlet of the lake is the *Cascade de Retournemer*, and a little to the S.E. (20 min.) is the double *Cascade de Charlemagne* (90–100 ft.).—Good paths ascend from Retournemer to *La Schlucht* and to the *Hohneck* (see below).—From Retournemer to *La Bresse*, by hill-road, see p. 206.

The electric tramway ascends in a curve through pine woods (*Views), traversing a deep cutting in the granite rock.—8 m. *Feignes-sous-Vologne* (2993 ft.).—10 m. *Le Collet* (3642 ft.).

11¼ m. (18 km.) **La Schlucht** (3707 ft.; *Grand Hôtel*), or *Col de la Schlucht*, the highest point of the road between Gérardmer and Munster, is one of the best centres for excursions in the Hautes-Vosges. Until the restoration of Alsace by the treaty of Versailles it was a frontier station, with both French and German custom-houses. There was some fighting here in 1914, when the French regained the pass. The ruined *Châlet Hartmann*, on the Alsatian slope, was built in 1859 to commemorate a visit of Napoleon III. Farther on the road passes through a tunnel (view from the E. end). For the continuation of the road to *Munster* (motor service thrice daily in summer, 10 fr.), see p. 239. The pass is intersected by the 'Route des Crêtes,' constructed by French engineers during the War, and passable for motor-cars (remarkable views).

The *Rocher du Corbeau* or *Krappenfels* (4117 ft.), strewn with boulders, is gained in 20 min. by a footpath from the head of the pass.—Farther N.E. (¾–1¼ hr.) are the bold *Haut-Fourneau* or *Wurzelstein* (4219 ft.) and the *Rocher du Tanet* (4238 ft.).—Still following the old Franco-German frontier, marked by trenches and boulders, we may traverse the summits of the *Gazon de Faîte* (4269 ft.; 2 hrs. from La Schlucht) and the *Gazon de Faing* (4272 ft.; 3 hrs.), summits of the *Hautes-Chaumes*, above the Lac Blanc and Lac Noir (p. 238).—Beyond these, viâ the Col du Louschbach (p. 200), we may gain the *Col du Bonhomme* (p. 201) in 1 hr.

The tramway returns to a point just before Le Collet (see above) and then ascends continuously.—13¾ m. (22 km.) The **Hohneck** (4462 ft.; *Hôt. Belvedere*, R. from 18 fr., L. 18, D. 19 fr.; *Rest. Bernez*), a rounded grassy mountain, the highest point of the main ridge of the Vosges. On the summit are a mountain-indicator and a châlet of the Club Alpin Français. The *View includes the whole chain of the Hautes-Vosges from the Ballon d'Alsace on the S. to the Donon on the N. Alsace, the Rhenish plain, and the Black Forest are seen to the E.; and to the S.E., beyond the summits of the Ballon de Guebwiller and the Hartmannsweilerkopf (see p. 240), rise the Alps (rarely seen in summer). To the S. is the chain of the Jura. One or two foundations of concrete 'pill-boxes' on the reverse (W.) slope are the only relics of the War.

The descent may be made directly to *Retournemer* (p. 202) in 1¼ hr.—Descent to *Munster* and to *Metzeral*, see p. 239.

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A track from the Hohneck to the **Rainkopf** or *Reinkopf* (4275 ft.; 1¼ hr. S.W.) leads past (20 min.) the *Fontaine de la Duchesse*, a source of the Moselotte, named from a visit of Marie de Gonzaga, duchess of Lorraine, in 1622.—Beyond the Rainkopf a ridge walk of 6–7 hrs. (splendid views; to be attempted in fine weather only) leads over the *Rotenbach* (4312 ft.) to the *Ballon de Guebwiller* (p. 240).

E. From Épinal to Remiremont and Cornimont

RAILWAY, 32¼ m. (52 km.) in 2 hrs. (23 fr. 45, 15 fr. 80, 10 fr. 30 c.); change at Remiremont.

From Épinal to (7½ m.) *Arches*, see pp. 199–200. The line to Remiremont ascends the left bank of the Moselle.—10 m. *Pouxeux* (pron. 'Poucheux') has a church of 1683 with a curious 11th cent. font.—11¾ m. *Éloyes* (Hôt. des Voyageurs). At the head of the valley to the E. rises the wooded *Tête des Cuveaux* (2568 ft.; view).—Above (15 m.) *St-Nabord* is the moraine of the former glacier of the Moselle.—The railway traverses a cutting through a curious island of granite, round which the road curves.

17½ m. (28 km.) **Remiremont** (1333 ft.; *Hôt. de la Poste*; *des Deux-Clefs*; *du Cheval-de-Bronze*, R. from 15 fr., L. or D. 14 fr.), is an industrial town of 9407 inhab., amid charming surroundings, on the left bank of the Moselle below its confluence with the Moselotte.

Remiremont sprang from a monastery and a Benedictine nunnery founded by St. Romaric (Romery) in the 7th century. The latter was afterwards replaced by a famous chapter of noble canonesses (Dames de Remiremont), numbering 50, who were admitted only after giving proof of two centuries of unblemished noble ancestry on both sides (comp. pp. 195, 280). The canonesses held the title of countess, and several times took the field, notably in the 'War of the Escutcheons' (1564). In the later centuries the vows of the order were temporary. The chapter, for some time protected by the dukes of Lorraine, was suppressed at the Revolution.—The gingerbread-nuts of Remiremont are called 'chanoinesses,' and the town is noted also for its trout.—Remiremont was the home of Denys in Charles Reade's 'The Cloister and the Hearth.'

From the station (just N. of which is the terminus of the tramway for Gérardmer) we follow the Avenue Carnot, at the end of which we turn to the right into the arcaded Grande-Rue. On the left (No. 70) is a small *Musée*, beyond which the Rue des Prêtres (l.) leads to the former *Abbey Church*, with a granite tower (1800) surmounted by a bulbous spire. The curious 10–11th cent. crypt (beneath the choir) has pillars with cubical capitals, and many tombs and inscriptions. In the S. transept is a good statue of St. Nicolas. The former *Abbesses' Palace*, rebuilt in 1752, is now tenanted by the Mairie and Tribunal and by a library containing interesting documents of the abbey and chapter (see above).

To the W., above the town, is the *Fort de Parmont* (2011 ft.).—To the S.E. (20 min.) is the fir-planted *Promenade du Calvaire* (view).—On the *Saint-Mont* (2187 ft.; 2½ m. N.E. in 1½ hr.), where St. Romaric founded his monastery (see above), are the *Pont des Fées*, bridging a Gallo-Roman ditch, the *Pierre Kerlinkin*, a red sandstone monolith 16 ft. high, and (near the road from Remiremont) an ancient *Chapel* attached to farm-buildings.—Farther N.E. is the *Fontaine Ste-Sabine*, with a pilgrimage-chapel, dedicated to a nun of Remiremont who is said to have been saved by an invisible hand from the sword of a Hungarian invader (10th cent.); and beyond this (4 hrs. from Remiremont) is

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the Tête des Cuveaux (see p. 204).—To the S. of Remiremont (1½ hr.) is the *Croisette d'Hérival*, on the ridge between the lovely valleys of the Moselle and the Combeauté (p. 196).

FROM REMIREMONT TO GÉRARDMER. *A. Viâ Le Tholy*, 16¾ m. (27 km.) steam tramway in 1¾ hr. (10 fr. 50, 6 fr. 10 c.). As far as (4½ m.) *St-Amé* we ascend the valley of the Moselotte (see p. 204). The tramway then runs N. up the valley of the *Cleurie*; on the left (20 min.) is the *Saut-de-la-Cuve* (50 ft.).—From the church of (7½ m.) *Julienrupt* a path ascends to (1 hr.) the *Chèvre-Roche* (2716 ft.), with its granite top.—10 m. (16 km.) *Le Tholy* (Hôt. Gérard, L. or D. 12 fr.), an attractive village and quiet summer resort.—The tramway skirts the N. shore of the lake of Gérardmer (exquisite *Views) for the whole of its length.—16¾ m. (27 km.) *Gérardmer*, see p. 201.—*B. Viâ Vagney*, 18¾ m. (30 km.) by road. The road follows the railway to Cornimont as far as (7½ m.) *Vagney* (see below), where it diverges N.E., ascending the valley of the *Bouchot*. On the right (9¼ m.) is the triple *Saut-du-Bouchot* (100 ft.), one of the finest cascades in the Vosges.—11¼ m. *Rochesson* (Hôt. de la Poste) lies amid forests at the foot of the *Roches-des-Ducs* (2805 ft.).—15½ m. *Bas-Rupts*. The road approaches the lake of Gérardmer from the S.—18¾ m. (30 km.) *Gérardmer*, see p. 201.

From Remiremont to *Le Thillot* and *Bussang*, see Rte. 42F.—Motor omnibus to *Plombières*, see p. 188.

The railway to Cornimont crosses the Moselle and diverges to the left from the line to Bussang.—21 m. *Dommartin*.—We ascend the partly industrialized but still beautiful valley of the Moselotte.—21¾ m. *Le Syndicat-St-Amé*.—23½ m. (38 km.) *Vagney* (Hôt. de la Poste, R. from 10, L. or D. 11 fr.), a weaving and quarry town (847 inhab.) on the *Bouchot*, had silver mines in the 13th cent. and was a fief of the abbey and chapter of Remiremont. This is a pleasant centre for excursions.

The *Saut-du-Bouchot* (see above) lies 2 m. E.—The mountain road from Vagney to (10 m., 16 km.) *La Bresse* (p. 206) crosses (6¼ m.) the *Col des Moinats* (2401 ft.; view). To the right of this road (5 m. from Vagney in 2¼ hrs.) rises the *Haut-du-Roc* (3334 ft.; *View), crowned by a granite platform with several crevices. On the left, farther on (¾–1¼ hr.) are the *Roc-Signalé* (3307 ft.), an isolated granite mass, and the *Tête-de-Rondfeing* (3484 ft.; view).

Picturesque islets and promontories of granite are passed.—26¾ m. *Thiéfosse* is connected by a pass (2519 ft.) with (6¼ m.) *Vecoux* (p. 206), in the valley of the Moselle.—29¼ m. (47 km.) *Saulxures-sur-Moselotte* (inns), at the confluence of the Moselotte and the Rupt de Bamont, is a weaving town (1522 inhab.) with a handsome granite and marble château (1857). The Haut-du-Roc (see above) may be ascended hence in 2 hrs.

32¼ m. (52 km.) **Cornimont** (1672 ft.; *Hôt. du Cheval-de-Bronze*, L. or D. 12 fr.; *Terminus*), an industrial town (2589 inhab.) charmingly situated on the left bank of the Moselotte, is a good centre for excursions. Here Charlemagne is said to have hunted the aurochs and the bear. A silver-mounted horn of an aurochs is preserved in the Mairie; the last bear in the neighbourhood was killed in 1709.

The *Vallée de Xoulxe* leads E.N.E. to (2 m.) *Plainfeing*, whence the *Grand-Ventron* (3944 ft.), on the old Franco-German frontier to the E., may be ascended in 2¼ hrs.—The road from Cornimont to (10½ m., 17 km.) *Kruth* (p. 243) crosses (6¼ m., 10 km.) the *Col d'Oderen* (2897 ft.), a pass dominated on the N. by the *Tête-de-Felza* (3819 ft.), and on the S. by the Grand-Drumont (p. 206).

FROM CORNIMONT TO LA BRESSE, 4¼ m. (7 km.), omnibus 4 times daily. The road ascends the valley of the Moselotte, skirting on the right the foothills of the *Haut-du-Faing-Bairer* (3291 ft.) and the *Haut-des-Boucheaux* (3490 ft.), with

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the pilgrimage-chapel of the *Haut-du-Brabant* on the saddle between them.—4¼ m. (7 km.) **La Bresse** (2053 ft.; *Hôt. Faubourg*, R. 8–14, L. or D. 10 fr.; *Simon*; *du Commerce*), a small cotton-spinning town (1992 inhab.) on two branches of the Moselotte, formed until 1790 a small independent community with its own courts of justice. The neighbourhood shows many traces of the glacial period. The *Lac des Corbeaux*, 2 m. S.E., is a beautiful oval sheet of water enclosed by red granite rocks crowned with fir-trees. Near the former frontier, 4½ m. E.N.E., is the *Lac de Blanchemer*.—The hill-road from La Bresse to (8 m., 13 km.) *Retournemer* (p. 202) crosses (6¾ m.) the *Col des Feignes-sous-Vologne* (3130 ft.).—The highway from La Bresse to (9½ m., 15 km.) *Wildenstein* (p. 243) crosses (5 m.) the *Col de Bramont* (3141 ft.).—From La Bresse to *Gérardmer* by hill-road, see p. 202; to *Vagney*, see p. 205.

F. From Remiremont to Le Thillot and Bussang

RAILWAY, 19¾ m. (32 km.) in 1 hr. (14 fr. 40, 9 fr. 75, 6 fr. 35 c.).

Remiremont, see p. 204.—We diverge to the right from the line to Cornimont, and ascend the narrowing valley of the Moselle, near the head of which the Ballon d'Alsace rises "like a wall at the end of a lane" (Belloc).—3 m. *Vecoux* (comp. p. 205).—7½ m. (12 km.) *Rupt-sur-Moselle* is the centre of a group of industrial hamlets (1131 inhab.; several inns). The *Fort de Rupt* (r.) commands the road to Luxeuil.—13¾ m. *Le Thillot* (Hôt. du Cheval-Blanc, R. 10–18, L. or D. 12 fr.), on the right bank of the Moselle, is a pleasant industrial town (2785 inhab.) with copper mines.

The **Ballon de Servance** (3970 ft.; *Hôtel*), 5½ m. S.E., may be ascended hence either by military road or by footpath (3 hrs.). The *View from the neighbourhood of the fort (cameras forbidden) is even more extensive than that from the Ballon d'Alsace (p. 207).

From Le Thillot to *Lure*, see p. 183.

17½ m. (28 km.) *St-Maurice* (1824 ft.; inns), a village of 732 inhab. at the foot of the Ballon d'Alsace, was a station on the Roman road from Metz to Basle.

From St-Maurice to the *Ballon d'Alsace* and *Belfort*, see Rte. 42c.

19¾ m. (32 km.) **Bussang** (2037 ft.; *Grands Hôtels des Sources*, R. 15–60 fr., L. or D. 18 fr.; *des Deux-Clefs*, R. 10–16 fr.; *Terminus*), on the Moselle just below its source, is, next to Gérardmer, the most frequented resort in the Hautes-Vosges. It is noted for its effervescent chalybeate springs. Bussang village (1492 inhab.), near the station, has an open-air *Théâtre du Peuple* (2000 seats; performances in Aug.–Sept.) established in 1895 on a hillside. The *Établissement* with the springs is 1¼ m. E., in the upper valley of the Moselle; and ¾ m. farther E. is the insignificant pool in which the Moselle rises.

A good view-point is the *Croix-de-Fresse* (2990 ft.; ¾ hr.), to the N.—From the Établissement a path leads E.N.E. to the summits successively of the *Haut-de-Charat* (3166 ft.; 1 hr.), the *Plain-du-Repos* (3327 ft., 1¼ hr.), and the *Petit-Drumont* (3944 ft.; 2¼ hrs.). To the N.E. of the Petit-Drumont rises the **Grand-Drumont** or *Tête-de-Felleringen* (4013 ft., 2¾ hrs. from Bussang), wooded on the W. slope, but commanding a splendid view of the Alsatian plain.—Another track leads S.E. over (1½ hr.) a pass between the *Haut-de-Taye* (3842 ft.) and the *Bouloye* (3875 ft.) to the *Chaume-des-Neuf-Bois* (3517 ft.; 2½ hrs.), and thence viâ the *Tête-du-Rouge-Gazon* (3845 ft.; 2½ hrs.), said to be named from the reddish tinge of oxide of iron in the soil, to the *Pointe-de-Perche* or *Sternseekopf* (4016 ft.; 3 hrs.), above the Lac de Perche.—From the Pointe-de-Perche the

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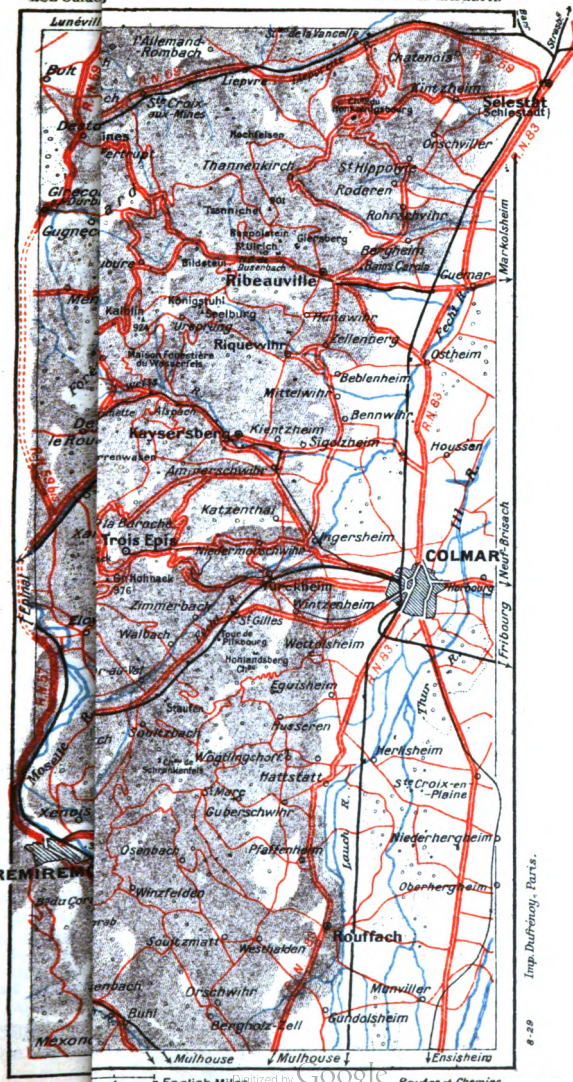
Lunéville
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Markolsheim
Guémar
Houssen
Bennwihr
Sigolsheim
Kintzheim
Ostheim
Beblenheim
Mittelwihr
Hunawihr
Zellenberg
Rorschwihr
Bergheim
Bains Cunlé
Orschwiller
Kintzheim
Châtenois
Rodern
St Hippolyte
Thannenkirch
Rappoltstein
Sulzlich
Gleeberg
Bilstein
Buesenbach
Königstuhl
Haut-Koenigsbourg
Kaiserstuhl
Spelbourg
Ursprung
Maison Forestière du Weyerbergfels
Alspach
Kientzheim
Sigolzheim
Ammerschwihr
Katzenthal
la Baroche
Niedermorschwihr
Zimmerbach
Wintzenheim
Wettolsheim
Walbach
St Gilles
Egisheim
Hohlandsberg
Hunawihr
Rouffach
Westhalden
Soultzmatt
Orschwihr
Buhl
Bergholtz-Zell
Gundolsheim
Munwiller
Ensisheim
Mulhouse
Mulhouse
Oberhergheim
Niederhergheim
Pfaffenheim
Gueberschwihr
Wattwiller
Hattstatt
Merxheim
Ste Croix-en-Plaine
Herrlisheim
Wintzfelden
Osenbach
Soultzbach
Houseren
Staufen
Ste Croix-aux-Mines
Liepvre
Allemand-Rombach
Pont
Lapoutroie
Kochfelsen
Tannichel
Hohnack
Zimmerbach
Wasserbourg
Rombach
Turckheim
Wintzenheim
Obermorschwihr
Niedermorschwihr
Ingersheim
Houssen
Jebsheim
Holtzwihr
Artzenheim
Biesheim
Fessenheim
Rumersheim
Wolfgantzen
Ensisheim
Sundhoffen
Ostheim
Zellenberg
Hunawihr
Riquewihr
Beblenheim
Mittelwihr
Bennwihr
Sigolsheim
Kientzheim
Houssen
Ammerschwihr
Katzenthal
Trois Epis
Niedermorschwihr
Zimmerbach
Wintzenheim
Wettolsheim
Egisheim
Houseren
Staufen
Soultzbach
Wintzfelden
Osenbach
Soultzmatt
Westhalden
Orschwihr
Buhl
Bergholtz-Zell
Gundolsheim
Munwiller
Ensisheim
Mulhouse
Mulhouse
Oberhergheim
Niederhergheim
Pfaffenheim
Gueberschwihr
Wattwiller
Hattstatt
Merxheim
Ste Croix-en-Plaine
Herrlisheim
Rouffach
Wintzenheim
Turckheim
Wasserbourg
Rombach
Liepvre
Allemand-Rombach
Pont
Lapoutroie
Kochfelsen
Tannichel
Hohnack
Zimmerbach
Ste Croix-aux-Mines

the pilgrimage-chapel of the *Haut-du-Brabant* on the saddle between them.—4¼ m. (7 km.) **La Bresse** (2053 ft.; *Hôt. Faubourg*, R. 8-14, L. or D. 10 fr.; *Simon*; *du Commerce*), a small cotton-spinning town (1992 inhab.) on two branches of the Moselotte, formed until 1790 a small independent community with its own courts of justice. The neighbourhood shows many traces of the glacial period. The *Lac des Corbeaux*, 2 m. S.E., is a beautiful oval sheet of water enclosed by red granite rocks crowned with fir-trees. Near the former frontier, 4½ m. E.N.E., is the *Lac de Blanchemer*.—The hill-road from La Bresse to (8 m., 13 km.) *Retournemer* (p. 202) crosses (6¼ m.) the *Col des Feignes-sous-Vologne* (3130 ft.).—The highway from La Bresse to (9½ m., 15 km.) *Wildenstein* (p. 243) crosses (5 m.) the *Col de Bramont* (3141 ft.).—From La Bresse to *Gérardmer* by hill-road, see p. 202; to *Vagney*, see p. 205.

F. From Remiremont to Le Thillot and Bussang

RAILWAY, 19¾ m. (32 km.) in 1 hr. (14 fr. 40, 9 fr. 75, 6 fr. 35 c.).

Remiremont, see p. 204.—We diverge to the right from the line to Cornimont, and ascend the narrowing valley of the Moselle, near the head of which the Ballon d'Alsace rises "like a wall at the end of a lane" (Belloc).—3 m. *Vecoux* (comp. p. 205).—7½ m. (12 km.) *Rupt-sur-Moselle* is the centre of a group of industrial hamlets (1131 inhab.; several inns). The *Fort de Rupt* (r.) commands the road to Luxeuil.—13¾ m. *Le Thillot* (Hôt. du Cheval-Blanc, R. 10–18, L. or D. 12 fr.), on the right bank of the Moselle, is a pleasant industrial town (2785 inhab.) with copper mines.

The **Ballon de Servance** (3970 ft.; *Hôtel*), 5½ m. S.E., may be ascended hence either by military road or by footpath (3 hrs.). The *View from the neighbourhood of the fort (cameras forbidden) is even more extensive than that from the Ballon d'Alsace (p. 207).

From Le Thillot to *Lure*, see p. 183.

17½ m. (28 km.) *St-Maurice* (1824 ft.; inns), a village of 732 inhab. at the foot of the Ballon d'Alsace, was a station on the Roman road from Metz to Basle.

From St-Maurice to the *Ballon d'Alsace* and *Belfort*, see Rte. 42c.

19¾ m. (32 km.) **Bussang** (2037 ft.; *Grands Hôtels des Sources*, R. 15–60 fr., L. or D. 18 fr.; *des Deux-Clefs*, R. 10–16 fr.; *Terminus*), on the Moselle just below its source, is, next to Gérardmer, the most frequented resort in the Hautes-Vosges. It is noted for its effervescent chalybeate springs. Bussang village (1492 inhab.), near the station, has an open-air *Théâtre du Peuple* (2000 seats; performances in Aug.–Sept.) established in 1895 on a hillside. The *Établissement* with the springs is 1¼ m. E., in the upper valley of the Moselle; and ¾ m. farther E. is the insignificant pool in which the Moselle rises.

A good view-point is the *Croix-de-Fresse* (2990 ft.; ¾ hr.), to the N.—From the Établissement a path leads E.N.E. to the summits successively of the *Haut-de-Charat* (3166 ft.; 1 hr.), the *Plain-du-Repos* (3327 ft., 1¾ hr.), and the *Petit-Drumont* (3944 ft.; 2¼ hrs.). To the N.E. of the Petit-Drumont rises the **Grand-Drumont** or *Tête-de-Felleringen* (4013 ft., 2¾ hrs. from Bussang), wooded on the W. slope, but commanding a splendid view of the Alsatian plain.—Another track leads S.E. over (1¼ hr.) a pass between the *Haut-de-Taye* (3842 ft.) and the *Bouloye* (3875 ft.) to the *Chaume-des-Neuf-Bois* (3517 ft.; 2¼ hrs.), and thence viâ the *Tête-du-Rouge-Gazon* (3845 ft.; 2¼ hrs.), said to be named from the reddish tinge of oxide of iron in the soil, to the *Pointe-de-Perche* or *Sternseekopf* (4016 ft.; 3 hrs.), above the Lac de Perche.—From the Pointe-de-Perche the

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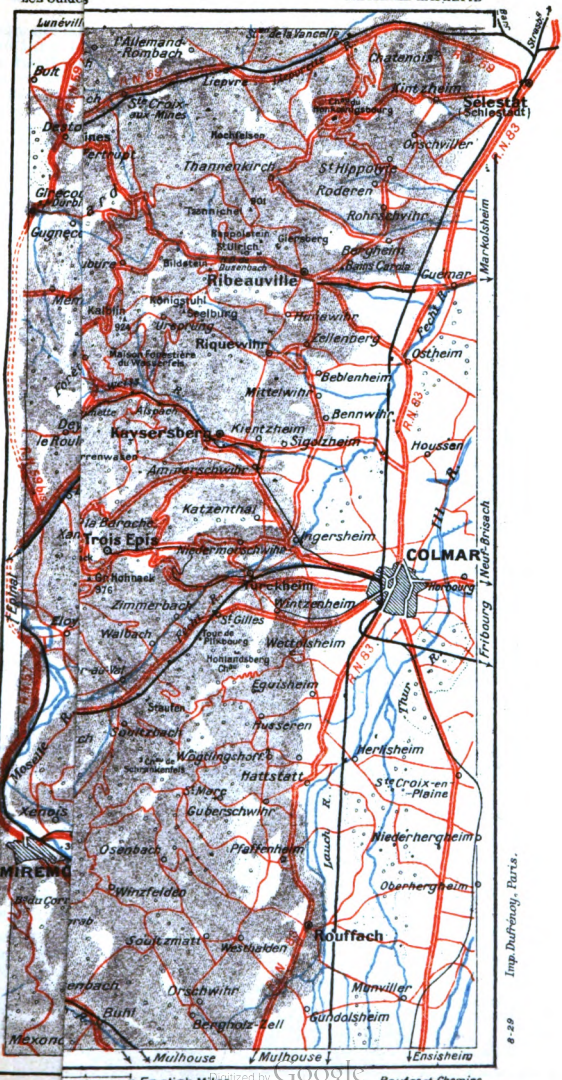

Imp. Dufrénoy, Paris. 8-29

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the pilgrimage-chapel of the *Haut-du-Brabant* on the saddle between them.—4¼ m. (7 km.) **La Bresse** (2053 ft.; *Hôt. Faubourg*, R. 8–14, L. or D. 10 fr.; *Simon*; *du Commerce*), a small cotton-spinning town (1992 inhab.) on two branches of the Moselotte, formed until 1790 a small independent community with its own courts of justice. The neighbourhood shows many traces of the glacial period. The *Lac des Corbeaux*, 2 m. S.E., is a beautiful oval sheet of water enclosed by red granite rocks crowned with fir-trees. Near the former frontier, 4½ m. E.N.E., is the *Lac de Blanchemer*.—The hill-road from La Bresse to (8 m., 13 km.) *Retournemer* (p. 202) crosses (6¾ m.) the *Col des Feignes-sous-Vologne* (3130 ft.).—The highway from La Bresse to (9¼ m., 15 km.) *Wildenstein* (p. 243) crosses (5 m.) the *Col de Bramont* (3141 ft.).—From La Bresse to *Gérardmer* by hill-road, see p. 202; to *Vagney*, see p. 205.

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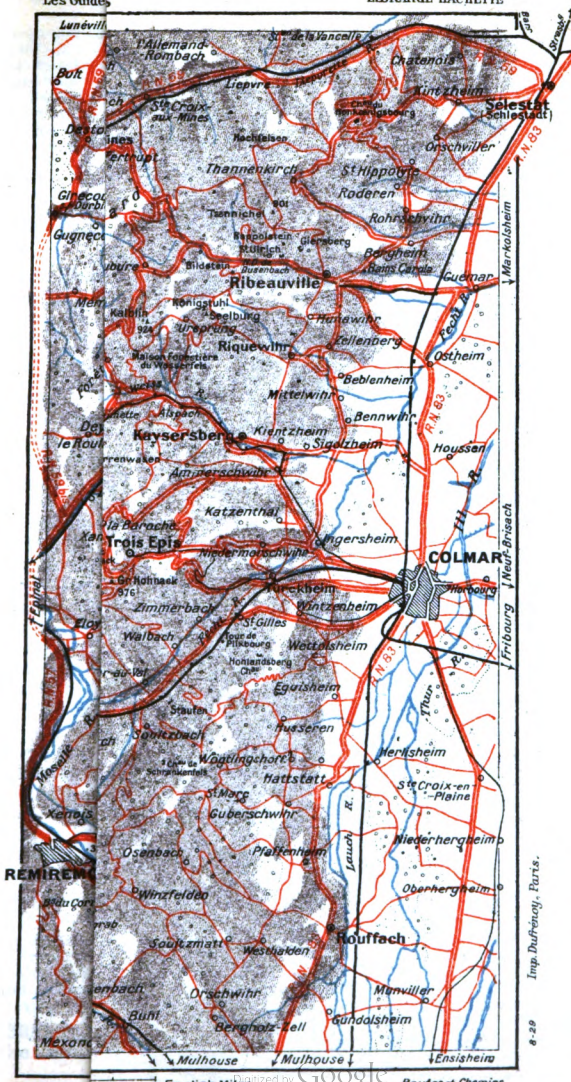

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ridge and the line of the former frontier may be pursued viâ the *Signal du Gresson* (4075 ft.; ¼ hr.), the *Col des Charbonniers* (3626 ft.; 1 hr.), and the *Ronde-Tête* or *Rundkopf* (3661 ft.; 2¼ hrs.), to (3¼ hrs.) the summit of the *Ballon d'Alsace* (see below).

FROM BUSSANG TO WESSERLING, 9¼ m. (15 km.), motor-bus twice daily in 1½–2 hrs. (autocars from Belfort in summer, see p. 184). The main road diverges to the right from the old road leading to the springs and follows the left bank of the Moselle, crossing the Séchenat.—We enter (3 m.) the tunnel (270 yds.) at the head of the *Col de Bussang* (2398 ft.), which is dominated on the N. by the *Côte des Russiers* (3911 ft.) and on the S. by the *Tête des Allemands* or *Deutscher Kopf* (3341 ft.). From the E. exit from the tunnel (inn) the descent leads through wild scenery.—6¾ m. *Urbès*, picturesquely situated.—9¼ m. (15 km.) *Wesserling*, see p. 243.

G. From St-Maurice to the Ballon d'Alsace and Belfort

ROAD, 26 m. (40 km.). Motor-buses ply daily in summer from St-Maurice to the Ballon d'Alsace (6 fr.), and thence to Giromagny and Belfort (10 fr.). Autocar service from Mulhouse, see p. 242. Railway from Giromagny to (8¾ m., 14 km.) *Belfort*, see p. 183. The autocars from Belfort to Gérardmer viâ the 'Route des Crêtes' (pp. 184, 202, 203) traverse this road in both directions. The main road, noteworthy for its mountain scenery, passes just below the summit of the Ballon.

St-Maurice, see p. 206. The road to the Ballon ascends in zigzags, with a fine retrospect of the valley of the Moselle. —At (3 m.) *Le Plain-du-Canon* (2625 ft.) is a forester's house where a miniature cannon awakens a remarkable echo (1 fr.). —Farther on we emerge (5 m.) in the typical high pastures ('chaumes') of the Vosges (*View).—5¼ m. *La Jumenterie* (3491 ft.) with an inn and a large cheese-dairy, derives its name from a stud-farm founded in 1619 by the dukes of Lorraine. The 'Dukes' path' leads hence to the summit in 20–25 min.—At (6¼ m., 10 km.) the *Col du Ballon* (3865 ft.; Grand Hôt. Stauffer; R. 15–30 fr.; L. or D. 20 fr.) we reach the head of the pass, and from a farm (restaurant) 300 yds. farther on a path ascends in 10 min. to the summit of the Ballon.

The **Ballon d'Alsace** (4075 ft.), the most frequented summit of the Vosges, derives its name (like the other 'Ballons') from the 'bolong' or 'bois long' of Alsatian patois, recalling the age when the *Sylva Vosagus* covered all these heights. The top is now a green expanse of mountain pastures. At the N.W. end, above the 'Dukes' path' (see above), is a statue of Joan of Arc (1909), and at the summit, on the former Franco-German frontier, is a statue of the Virgin, with a mountain-indicator near it. The *View (best enjoyed by making a tour of the plateau) includes the whole range of the Vosges, the Black Forest, the Jura, and in clear weather (rare in summer) the Alps.

From the Ballon d'Alsace to the *Pointe-de-Perche*, see p. 206.—From the Ballon d'Alsace the 'Route Joffre,' constructed during the War, runs to *Sewen* (p. 244) and *Massevaux* (p. 244), for *Mulhouse* (p. 241).

We descend to (6½ m., 10½ km.) the **Grand-Hôtel Laloz* (3681 ft.; R. 20–50 fr., L. or D. 16–25 fr.), on the S. slope of the mountain, a favourite centre for excursions and for

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winter sports.—The road descends in zigzags, with splendid views of the valley of the *Savoureuse*.—7 m. *Châlet Boigeol*.

The *Sentier des Cascades* (marked in red), diverging here and descending the left bank of the Savoureuse, offers a picturesque alternative route for pedestrians to Giromagny.

The road crosses the Savoureuse (11¼ m.) just below the *Saut-de-la-Truite* (Hotel), a fine cascade on the right of the road.—At the foot of the winding pass (13 m.) is a modest inn.—14½ m. (23½ km.) *Lepuix*, now an industrial village (877 inhab.), is situated in a romantic gorge. The valley of the Savoureuse is separated from that of the Rahin, on the right, by the Planche des Belles-Filles (p. 183).

16¼ m. (26 km.) *Giromagny*, see p. 183. Hence we may proceed either by road or by railway to (26 m., 40 km.) **Belfort** (p. 184).

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IV. ALSACE-LORRAINE

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Alsace-Lorraine, embracing the plain between the Vosges and the Rhine and the region stretching N. of this to the frontier of Luxembourg, was once an imperial territory of the Holy Roman Empire. Ceded to France by the peace of Westphalia (1648), and to Germany by the treaty of Frankfort (1871), the provinces were regained by France under the treaty of Versailles (June 28th, 1919). A legislative decree of Oct. 1919 restored the former division of the provinces of Alsace and Lorraine into three departments (Bas-Rhin, Haut-Rhin, and Moselle), under a commissioner whose seat is in Strasbourg.

Alsace (*Alsatia*; in German *Elsass*), now divided into the departments of Haut-Rhin and Bas-Rhin, is named from the river Ill, which flows through its fertile plain. With its capital Strasbourg and the towns of Colmar and Mulhouse, the province has always been disputed territory, the Gauls claiming the Rhine as their natural frontier, and the Teutons the heights of the Vosges. Although originally Frankish, it was largely Germanized after the 10th cent., and when the French regained it, including Strasbourg, between 1648 and 1697, Louis XIV ruled in conjunction with the Catholics who were in the political ascendancy. The bond with France was strengthened by the Revolution of 1789, and although a large part of the inhabitants was German speaking, the Prussian annexation of 1871 was carried out 'in despite of all justice and by a hateful abuse of force.' Since the restoration to France a number of German sympathizers have either emigrated or been deported to the opposite bank of the Rhine, and in some towns the population has fallen off correspondingly. The picturesque Alsatian peasant costume may still be seen in some villages W. and S. of Strasbourg (comp. pp. 214, 233). Alsatian wolf-hounds are readily trained as police-dogs, etc. Wine, tobacco, and hops are grown in the Alsatian plain, where also a potash-mining industry is being rapidly developed within the triangle formed by Thann, Colmar, and Mulhouse. A narrow strip of Alsace was occupied and administered by the French throughout the War, and the Hartmannsweilerkopf (p. 240), an E. spur of the Vosges, was a centre of fighting. The slopes of the Vosges are much visited by tourists.

Lorraine (*Lotharingia*, in German *Lothringen*), originally the Austrasian domain allotted to Lothair by the treaty of Verdun (843), is another border-territory. The portion (including Metz and Thionville) which was annexed by

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Germany in 1871 and recovered by France in 1918–19 now forms the department of the Moselle. French Lorraine included Nancy (the ancient capital), Verdun and Toul (two of the 'Three Bishoprics'), the Woëvre, and the basin of Briey, which is now an important ironfield. From 1048 until 1736 Lorraine was ruled by hereditary dukes. Charles the Bold of Burgundy perished in 1477 in an unsuccessful attempt to seize their coveted territory (comp. p. 164). The second son of his conqueror, Duke René II, became the first duke of Guise, and the third son was John, Cardinal of Lorraine, thanks to whom the Catholic and French influence was for some time uppermost. The duchy was occupied by France at the end of the Thirty Years' War (1648), and Duke Charles, who had taken sides against Richelieu, was expelled after a brief reinstatement; but it was revived in 1697 under the prudent Leopold Joseph. During the war of the Polish Succession (1733–35) Lorraine was conquered by French troops, and Stanislas, the ex-king of Poland and father-in-law of Louis XV, was given a life interest in the duchy (1736–66), while the reigning duke Francis, afterwards husband of Maria Theresa, was consoled with Tuscany. The portion of Lorraine annexed by Germany in 1871, including the old stronghold of Metz, was in many respects more French than Alsace. Two French armies invaded German Lorraine in Aug. 1914, but were taken in flank from Metz and severely defeated. The enemy then invaded French Lorraine in his turn, but was checked near the frontier, and succeeded only in securing the Briey basin and protecting Metz. Lorraine offers few attractions to the tourist. To the N.E. of it is the Sarre Basin or Saargebiet, part of the Rhine Province in which the mineral rights were ceded to France under the treaty of Versailles (comp. p. 219).

43. FROM LUXEMBOURG TO METZ AND STRASBOURG

Railway, 137½ m. (221 km.), express trains in 3¾–4 hrs. (99 fr. 55, 67 fr. 20, 43 fr. 80 c.); to *Metz*, 39 m. (63 km.) in 1½–2¼ hrs. (28 fr. 40, 19 fr. 15, 12 fr. 50 c.); to *Sarrebourg*, 93¾ m. (151 km.) in 2½–3 hrs. (68 fr. 5, 45 fr. 90, 29 fr. 95 c.). This is a section of the international through-route from Ostend and Brussels to Basle, and the through expresses from Calais and Dunkirk (see Rtes. 9 and 9A) to Strasbourg and Basle join it at Thionville.

Road, 136¾ m. (220 km.).—19½ m. (31 km.) *Thionville* (see below).—37½ m. (60 km.) **Metz** (Rte. 44).—65¾ m. (106 km.) *Château-Salins* (p. 168).—70¾ m. (114 km.) *Movenvic*.—97½ m. (157 km.) *Sarrebourg* (p. 212).—113¾ m. (183 km.) *Saverne* (p. 213).—136¾ m. (220 km.) **Strasbourg** (Rte. 45).

Luxembourg, see p. 141 and the *Blue Guide to Belgium*. The train quits the Grand Duchy beyond (7½ m.) *Bettembourg* (Luxembourg customs), an ironworking town, and enters Lorraine.—12½ m. *Zoufftgen* (French customs), renamed from the German *Suftgen*.—16¼ m. *Hettange-la-Grande*.

20½ m. (33 km.) **Thionville** (*Hôt. Terminus*, R. 12–25 fr., L. or D. 11 fr.; *du Commerce*; *de France*, etc.), German *Diedenhofen*, an ironworking and garrison town (12,718 inhab.), stands on the left bank of the Moselle, in territory restored to France in 1918. Originally called *Theodonis Villa*, this town was a favourite residence of Charlemagne. It endured many sieges; notably in 1643, when it was wrested from the Spaniards by Condé, and in 1814–15, when it was held for Napoleon by Gen. Hugo, father of Victor Hugo. The town is reached from the station by a stone bridge over the Moselle, here 140 yds. wide. The *Tour aux Puces*, a relic of a castle of the counts of Luxembourg, contains a few antiquities. The tower of the old Hôtel de Ville, in the Place du Marché, is partly Gothic, and there are a number of quaint old houses in the Rue de la Tour, etc.

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FROM THIONVILLE TO VOELKLINGEN viâ ANZELING, 44 m. (71 km.), railway in 2¾–3 hrs. (21 fr. 60, 14 fr. 5 c.). The line runs E.—Near (10½ m.) *Kedange* are large forests. At (18¾ m., 30 km.) *Anzeling* we join the line from Metz to Dillingen (p. 220).—23 m. *Bouzonville* (Hôt. de la Croix-Blanche), German *Bussendorf*, an ironworking town (1861 inhab.), on the *Nied*, has a 14th cent. church. Railway to Metz and Dillingen, see p. 220.—At (28½ m.) *Teterchen* we intersect the line from Metz to Sarreguemines viâ Boulay (p. 220).—We cross the *Bist*, which forms the boundary between Lorraine and the Rhine province. —41 m. *Wadgassen* is connected by branch-railway (¾ m.) with *Bous* (4500 inhab.; inns), on the line from Trèves to Sarrebruck.—44 m. (71 km.) *Voelklingen* (inns), an industrial town (18,114 inhab.) in the mining district of the Sarre basin (comp. p. 219), is the junction for several local lines.

Branch-railways connect Thionville also with (23½ m., 38 km.) *Audun-le-Tiche* (German *Deutsch-Oth*), an ironworking town near the Luxembourg frontier; and with (14¼ m., 23 km.) *Mondorf-les-Bains* (see the *Blue Guide to Belgium*).—There is another line to (41½ m., 67 km.) *Trèves*, in the Rhine Province.—From Thionville to *Longuyon*, see p. 141.

26 m. *Richemont* was the German *Reichersberg*.—28 m. *Hagondange* is connected by an industrial branch-line with *Homécourt* (10 m.).—We pass numerous blast furnaces and iron-mines.—35¼ m. (57 km.) *Woippy*, which has preserved several old houses and a 13–16th cent. castle with its moat, beheld Bazaine's last desperate sortie from Metz (Oct. 7th, 1870).

39 m. (63 km.) **Metz**, see Rte. 44.

We cross the Seille.—47 m. *Courcelles-sur-Nied*, junction for Boulay, see p. 220.—52 m. *Remilly-sur-Nied* (German *Remlingen*), junction for Sarrebruck, see p. 219.—62 m. *Brulange*, on the Rotte, at the foot of the *Château du Bande-la-Rotte*.

67 m. (108 km.) **Morhange** (*Hôt. de Nancy*; *Central*, R. 10–24 fr., L. 14, D. 12 fr.), German *Mörchingen*, a picturesque and ancient town (2598 inhab.), with a 12th cent. church, is a centre for visiting the disastrous battlefield of Aug. 20–25th, 1914.

The armies of De Castelnau and Dubail entered Lorraine on Aug. 16th, 1914, and reached Sarrebourg and Morhange two or three days later. A general offensive was contemplated; but the defences of Metz had been prolonged to the S. by entrenchments, and on Aug. 20th a crushing blow was delivered from the fortress against the French left. A rout of the 15th Corps E. of Morhange was followed by a general retreat on Nancy and the Grand-Couronné (comp. p. 164).—This is called by the Germans the battle of Saarburg (Sarrebourg).

72 m. (116 km.) *Bénestroff* (Buffet and inns), the German *Bensdorf*, is a junction for Sarreguemines and Nancy.

FROM BÉNESTROFF TO SARREGUEMINES, 26 m. (42 km.), railway in 1¼ hr. (12 fr. 75, 8 fr. 35 c.). The line runs N.E., entering the valley of the *Albe*, which it descends.—5 m. *Léning*, formerly *Leiningen*. Omnibuses ply to (5 m. S.E.) *Munster-en-Lorraine*, which has a notable 13–15th cent. Gothic church with two towers.—16¾ m. *Sarralbe* (Central-Hôtel; inns), an ancient town (2783 inhab.), once a fief of the bishops of Metz, lies amid meadows above the confluence of the Albe and the *Sarre* (Saar). The salt-mines here are the most important in E. France. Railway to Sarrebourg, see p. 212.—26 m. (42 km.) *Sarreguemines*, see p. 220.

From Bénestroff to *Nancy*, see p. 167; to *Nouvel-Avricourt*, see p. 163.

Some of the German names of the ensuing stations, e.g. *Mittersheim* and *Oberstinzel*, have defied transformation into French forms.—We cross the *Étang de Mittersheim* and th

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Canal des Houillières, a branch of the Marne–Rhine Canal.—86¼ m. *Berthelming*, junction for Sarreguemines (see below).—We join the main line from Paris to Strasbourg (Rte. 33) at—

93⅜ m. (151 km.) **Sarrebourg** (*Hôt. Bour*, R. 10–28 fr., L. or D. 12 fr.; *de l'Abondance*; *St-Hubert*; *Lion-d'Or*), German *Saarburg*, a garrison town (6436 inhab.) on the right bank of the *Sarre*.

Sarrebourg was entered by Dubail's army on Aug. 18th, 1914, and was held for four days (battle of Morhange or Sarrebourg, see p. 211).—The town is the birthplace of Gen. Mangin.—AUTOCAR to Épinal, see p. 195.

From the new station, near which (r.) are some vestiges of the old town-walls, we find our way viâ the Faubourg de France to the bridge over the Sarre. The parish *Church*, in the Place du Marché, on the farther bank, has two square towers, one of which is modern, and contains noteworthy Flamboyant choir-stalls. Thence the Grande-Rue leads to the *Place du Président-Wilson*, the former Brunnenplatz, and to the *Hôtel de Ville*. To the S. of the *Place de la Liberté* are the barracks and the cemetery, with many graves of soldiers who fell in 1914.

FROM SARREBOURG TO ABRESCHWILLER, 10½ m. (17 km.), railway in ¾ hr. (5 fr. 15, 3 fr. 35 c.).—We diverge to the left from the Nancy line and ascend the valley of the Sarre (view of the Vosges, with the Donon).—At (3¾ m.) *Oberhammer* the line to Vallerystal (see below) diverges on the right.—5½ m. *Lorquin* (German *Lörchingen*) has a cemetery of the Merovingian period, and many Gallo-Roman remains have been found in the neighbourhood.—9½ m. *Vasperviller-St-Quirin*, on the Sarre-Rouge.—10½ m. (17 km.) *Abreschwiller* (inns), German *Alberschweiler*, is a small town (826 inhab.) on the Sarre-Rouge, frequented as a summer resort for its rock and forest scenery. A pleasant forest path leads hence to (5½ hrs.) *Dabo* (p. 213).

FROM SARREBOURG TO SARREGUEMINES, 33½ m. (54 km.), railway in 1¼ hr. (16 fr. 40, 10 fr. 70 c.), descending the valley of the Sarre beyond (7½ m., 12 km.) *Berthelming* (see above).—10 m. *Fénétrange* (German *Finstingen*) stands on the Sarre to the E. of the large *Étang de Stock*. The 15th cent. church (damaged in 1914) contains the tomb of Henri de Fénétrange (d. 1335).—18¾ m. (30 km.) *Sarre-Union* (2719 inhab.; Hôt. du Commerce; du Cerf), comprising three small townships, manufactures straw hats. The church of *Bockenheim*, on the right bank, has a nave and aisles of the 15th cent., and its Hôtel de Ville (1684) was built by Louis XIV.—33½ m. (54 km.) *Sarreguemines*, see p. 220.

Another branch-line runs from Sarrebourg viâ (3¾ m.) *Oberhammer* (see above) and (5 m.) *Hesse*, with a Romanesque and Gothic abbey-church, to (10 m., 16 km.) *Vallerystal-Trois Fontaines*, on the *Bièvre*, noted for its large glass-works founded in 1707.

Beyond Sarrebourg the railway ascends to the pass (1086 ft.) by which it crosses the Vosges, threading a long tunnel (1¾ m.). The Marne–Rhine Canal, which is likewise carried through the ridge by tunnel (above the railway), is seen on the left as we emerge.—We descend the pretty valley of the *Zorn*.

104½ m. (168 km.) **Lutzelbourg** (*Hôt de la Gare*, L. or D. 12 fr.) is romantically situated on the Zorn below the ruins of a 12th cent. castle.

FROM LUTZELBOURG TO PHALSBOURG AND DRULINGEN, 13¾ m. (22 km.), railway in 1½ hr. The line zigzags up a narrow and picturesque wooded gorge.—At 3¾ m. *Maisons-Rouges*, a short branch leads to **Phalsbourg** (*Hôt. du Cheval-Noir*; *de Metz*), German *Pfalzburg*, a little town (1320 inhab.) on a plateau (1080 ft.), which resisted the Prussians for four months in 1870 but was reduced

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by famine. The *Porte de France* and the *Porte d'Alsace* are practically the only remains of the fortifications built here by Vauban astride the historic road from Paris to Strasbourg. The former, on the left as we quit the station, leads to the Place Lobau, in which is a statue of Marshal Lobau (1770–1838), a native of Phalsbourg; and on the latter is a tablet commemorating a visit paid by Goethe. Another famous native is Émile Erckmann (1822–99), who collaborated with Alexandre Chatrian in many well-known novels of Alsatian life. A monument to the associated novelists was unveiled here in 1922. From Phalsbourg to *Saverne*, see below.—13¾ m. (22 km.) *Drulingen* (Hôt. du Soleil), in a district rich in Roman antiquities, is connected by an extension of the railway with (6½ m., 10 km.) *Diemeringen* (p. 228).

FROM LUTZELBOURG TO DABO, 8 m. (13 km.), motor-omnibus twice daily in ¾–1¼ hr. The road ascends the pretty valley of the Zorn, beneath the cliffs of the *Buchkholzkopf*.—Beyond (4¾ m.) the *Moulin de Neustadt* (inn) we skirt the flank of the *Ballersteinkopf* (2080 ft.).—8 m. (13 km.) **Dabo** (1600 ft.; *Hôt. Bellevue*, R. from 18 fr., L. 20, D. 22 fr.; *Bour*), German *Dagsburg*, is an inexpensive summer-resort and the centre of a group of hamlets (1252 inhab.) dispersed throughout a wide wooded region (45 sq. m.). Dabo was the seat of an ancient line of counts, of whom Pope Leo IX (1048–54) was a descendant.—From Dabo to *Abreschwiller*, see p. 212; to *Saverne*, see below.—AUTOCARS to *Strasbourg*, see p. 221.

110 m. (177 km.) **Saverne** (*Hôt. de la Gare*; *du Saumon*, R. 10–30 fr., L. or D. 14 fr.; *du Saut-du-Prince-Charles*; *du Bœuf-Noir*; *Central*), German *Zabern*, a typical Alsatian town, is charmingly situated on the Marne–Rhine Canal and the Zorn, at the foot of the wooded Vosges. The town (7760 inhab.) is a good centre for excursions.

Saverne (*Tres Tabernae*) is mentioned in several early chronicles. Under the Carlovingians it was a fief of the bishops of Metz, but the bishops of Strasbourg held it from the 13th cent. until the Revolution. It suffered much during the Thirty Years' War and ceased to be fortified after 1696. The 'Zabern incidents' of Nov. 1913 (comp. p. 214), arising from a series of affrays between Prussian soldiers and civilians, led to a domestic crisis in Germany during the months before the War.

The Grande-Rue, opening from the Rue de la Gare, leads over the Marne–Rhine Canal to the Place du Château, in which is a curious obelisk (1661) recording in German miles the distance of Saverne from the principal places of the globe. The *Château*, a former country seat of the bishops of Strasbourg, now a barracks (no adm.), is an imposing building of red sandstone, rebuilt after a fire in 1780 by Card. de Rohan of 'Diamond Necklace' notoriety. In the Rue Poincaré is the 15th cent. church of a former Franciscan convent, and in the Place de l'Église is the *Parish Church*, with a Romanesque (12th cent.) tower, a Gothic (14th cent.) choir, a 15th cent. nave and a curious exterior staircase on the S. side. In the former chapel of St-Michel, on the left of the church, is a *Musée* (gratuity).

The castle of *Haut-Barr* or *Hohbarr* (1503 ft.), 3 m. S.W. by carriage-road (2 m. by footpath), another residence of the bishops of Strasbourg, built in 1170 and dismantled in 1650, is much visited for the *View from its pentagonal keep and surviving ramparts. Farther S.W. (¾–1 m.) are vestiges of the twin feudal castles of *Géroldseck*.—Of the castle of *Greifenstein*, 2 m. W. of Saverne, two crumbling towers remain.—The *Vallon du Schlittenbach*, 2–3 m. N.W., is overlooked by the *Rocher-du-Saut-du-Prince-Charles*, a granite crag with a traditional 'leap.'—*St-Jean-des-Choux*, 2½ m. N., has the Romanesque church of a Benedictine abbey; above it stands the *Chapelle St-Michel* (view).

The roads from Saverne to *Phalsbourg* (6¾ m., 11 km.; see p. 212) and to *Dabo* (15 m., 25 km.) are picturesque. Autocars to *Strasbourg*, see p. 221.

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FROM SAVERNE TO ROESCHWOOG, 39¾ m. (64 km.), railway in 2–3¾ hrs. (19 fr. 45, 12 fr. 70 c.).—We diverge to the left from the Strasbourg line at (3 m.) *Steinbourg* (see below) and cross the *Zinzel*, a feeder of the Zorn.—7½ m. *Dossenheim* is a base for pleasant excursions in the N. Vosges.—8 m. *Neuwiller* (Grand-Hôtel), German *Neuweiler*, a picturesque town (1142 inhab.) amid vineyards beneath the ruined castle of *Herrenstein*, had a Benedictine abbey founded in 723 and was long fortified. The Romanesque and Gothic church of St-Pierre-et-St-Paul, restored in the 19th cent., has a good N. portal and a double-storied choir-chapel of the Carlovingian epoch. The Transitional church of St-Adelphe was made a Protestant place of worship under German rule. In the cemetery is the tomb of Napoleon's Marshal Clarke (d. 1818).—11¼ m. (18 km.) *Bouxwiller* (Hôt. du Soleil), formerly *Buchsweiler*, is a pleasant industrial town (2710 inhab.), likewise an ancient fortress, at the foot of the curious *Mont St-Sébastien* or *Bastberg* (1080 ft.), the clay deposits and fossils of which are interesting to geologists. The old *Gymnase* (1612) and the restored *Hôtel de Ville* should be noticed. A short branch runs to Ingwiller (p. 228).—15 m. *Obermodern* (p. 228).—18 m. *Pfaffenhofen* (inns), a factory town (1252 inhab.) was the cradle of the peasant rebellion of 1525, when the 'Rustauds' (rustics) seized Saverne and other towns.—We cross the river *Moder*.—23½ m. *Schweighausen*.—26 m. *Haguenau*, see p. 229.—30½ m. *Oberhoffen*, with a short branch to Bischwiller (p. 229).—36¾ m. *Soufflenheim* (3262 inhab.) manufactures earthenware.—39¾ m. (64 km.) *Roeschwoog* (p. 229). The railway crosses the Rhine and goes on to (50¼ m., 81 km.) *Rastatt*, in Baden.

FROM SAVERNE TO MOLSHEIM, 19¾ m. (32 km.), railway in 1–1½ hr. (9 fr. 75, 6 fr. 35 c.); views on the right.—Beyond (2¼ m.) *Otterswiller* we pass (r.) the *Sindelsberg* (Sindenus Mons), planted with vines and crowned by a tower marking the site of a Benedictine convent destroyed by the Rustauds in 1525 (see above).—5 m. (8 km.) **Marmoutier** (several inns), the German *Maursmünster*, a declining town of 1586 inhab., grew up round one of the oldest and most famous abbeys in Alsace, founded c. 600 by a disciple of St. Colombanus (p. 189). The *Abbey Church* (now the parish church) was enriched in the 10–11th cent. by a *Façade in the Romano-Byzantine style, with a vaulted portal flanked by square towers.—8¾ m. (14 km.) *Romanswiller* has a Jewish cemetery of the 15–16th century. This is the station for (3¼ m. S.W.; omnibus) *Wangenbourg* (Grand-Hôtel, R. 35–90 fr., L. or D. 18 fr.; Fuchsloch), a summer-resort at the foot of the *Schneeberg* (3153 ft.).—11¾ m. *Wasselonne* (several inns), a factory town (3171 inhab.) on the *Mossig*, has the ruins of a feudal castle, the seat of a mediæval lordship, which was burned in 1674 by the Elector of Brandenburg. The stone for Strasbourg cathedral was quarried in this neighbourhood.—12¼ m. *Wangen* has a parish church used for both Catholic and Protestant services. Here is celebrated yearly in July the 'Fête de la Fontaine' commemorating the abolition at the Revolution of a wine-tax levied on the commune; the parish pump yields wine on this occasion.—13 m. *Marlenheim* (inn) produces a red vintage of some repute; railway to Strasbourg, see p. 230.—17½ m. *Soultz-les-Bains*, or *Sulzbad* (Hôt. de la Charrue) has a small Établissement.—18 m. *Avolsheim*, on the *Bruche*, has an ancient parish church (10–11th cent. restored) in the form of a Greek cross; the nave is modern.—19¾ m. (32 km.) *Molsheim*, see p. 230.

Beyond Saverne the railway crosses the fertile Alsatian plain.—113 m. *Steinbourg*.—At (115½ m.) *Dettwiller*, formerly *Deitweiler*, collisions between civilians and the Prussian garrison took place in Nov.–Dec. 1913 (comp. p. 213). 120½ m. *Hochfelden*, on the Zorn and the Marne–Rhine Canal.—123 m. *Mommenheim*, junction for Sarreguemines, see p. 228. In this part of Alsace the peasant-women may be seen, especially on Sundays, wearing the picturesque costume of the province, with green or red skirts according to their Protestant or Catholic persuasion.

127¼ m. (205 km.) *Brumath* (5407 inhab.; Hôt. du Lion-d'Or) lies on the border of a forest much frequented by the Strasbourgers.—We cross the Zorn, and afterwards the Marne–Rhine Canal; and the spire of Strasbourg cathedral soon

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comes into sight.—131½ m. *Vendenheim*, junction for Haguenau, see p. 229.—132¼ m. *Mundolsheim*, at the foot of the fortified *Hausberge*.—137¼ m. (221 km.) **Strasbourg**, see Rte. 45.

44. METZ

METZ (69,624 inhab.), the former capital of German Lorraine, now the chief town of the French department of the *Moselle*, is the seat of a bishopric and the most formidable fortress in Western Europe. It stands at the confluence of the *Seille* with the *Moselle*, which flows through the town in several arms, forming islands linked by bridges. The older French quarters near the cathedral, with their narrow irregular streets, contrast strongly with the broad German thoroughfares in the neighbourhood of the chief railway station. At the restoration of Lorraine to France (Nov. 1918) about one-half of the inhabitants were German-speaking. All the streets have been renamed, and many of them now bear the names of Allied generals and statesmen. A double ring of detached forts surrounds Metz. The battlefields of 1870 (pp. 140, 148) lie W. of the town.

Hotels. GRAND-HÔTEL (Pl. a; B 3), formerly Hôtel de l'Europe, 4 Rue des Clercs, R. 20–110 fr., L. 18, D. 20 fr.; ROYAL (Pl. d; C 4) near the station, R. 28–120 fr., L. 22, D. 25 fr.; MOITRIER (Pl. c; C 3), 2 En Chapelrue, R. 15–35 fr., L. 18, D. 20 fr.; D'ALSACE, 2 Avenue Maréchal-Foch (Pl. B, C 4), R. from 12 fr., L. or D. 15 fr.; REGINA (Pl. m; C 5), 4 Rue Charlemagne, R. 14–60 fr.; CENTRAL, commercial (Pl. n; C 4), Place de la Gare, R. from 10 fr.; DE METZ (Pl. b; B 3), 5 Rue des Clercs, R. 15–40 fr., L. or D. 14 fr.; MÉTROPOLE ET DE L'UNION, Place de la Gare (Pl. B, C 5), R. 12–40 fr., L. or D. 14 fr.; MODERNE, 1 Rue Lafayette (Pl. C 4), R. 12–30 fr., L. or D. 12 fr.; DE LA GARE, R. 10–30 fr.; etc.

Restaurants. *Moitrier*, see above; *La Lorraine*, 33 Rue de la Tête-d'Or; *André*, 1 Rue de Ladoucette; *Hazard*, Place St. Louis.—CAFÉS: *Windsor*, Rue Serpenoise; *Excelsior*, Av. Serpenoise; *Continental*, Rue des Clercs; *de la Lune*, etc.

Post Office (Pl. B, C 5), Place de la Gare.—SYNDICAT D'INITIATIVE, at the Hôtel de Ville.

Conveyances. TRAMWAYS from the station to the town and suburbs; Nos. 1–4 pass the cathedral.—AUTOCAR 'CIRCUITS' thrice weekly in summer: (a) Metz—Rombas—Hayange—Jœuf—Saint-Privat—Mont-St-Quentin—Metz, in 4½ hrs., 41 fr.; (b) Metz—Gravelotte—Gorge—Jouy-aux-Arches—Sainte-Marie-aux-Chênes—Châlet-St-Germain—Mont-St-Quentin—Metz, in 4½ hrs., 39 fr. 50 c.—STEAMBOATS ply on the Moselle to *Moulins*; 6 departures daily from the quay below the Pont Moyen (Pl. B 2).

Amusements. *Théâtre Municipal*, Place de la Comédie; several cinemas.

History. Metz (*Divodorum*) was the capital of the *Mediomatrices*, and Cæsar describes it as one of the oldest towns in Gaul. It was fortified by the Romans, who supplied it with water by an imposing aqueduct (p. 159). In 451 it was sacked by the Huns, and after the death of Clovis it became the Austrasian capital (*Mettis*). The treaty of Verdun in 843 made Metz the capital of Lotharingia or Lorraine, but in the 10th cent. it fell to Heinrich I of Germany ('the Fowler'). Metz became a free imperial town in the 12th cent., and defended its liberties alike against the bishops and the dukes of Lorraine. During the religious wars (1552) it passed to the French, and was successfully defended against Charles V by the Duke of Guise. The peace of Westphalia (1648) confirmed the cession to France of the 'Three Bishoprics' (Metz, Toul, and Verdun), of which Metz was the capital, and the town remained French for

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more than two centuries. Two sieges were successfully resisted in 1814–15, and the fortress preserved its title of 'La Pucelle' until 1870, when Bazaine surrendered it to the Prussians (Oct. 27th) with 179,000 men and 1500 cannon, after a feeble resistance of ten weeks. By the treaty of Frankfort (1871) Metz and a large part of Lorraine were again annexed to Germany. The conquerors made it the principal bulwark of their W. frontier.

In Aug. 1914 the French armies which invaded Lorraine suffered a heavy defeat S. of Metz (comp. p. 211), and the front of trench warfare was afterwards stabilized a few miles S.W. of the outer defences. The forts were bombarded in 1915 and again in the closing weeks of the War. One of the objects of the great attack upon Verdun (comp. p. 148) was to give elbow-room to the defenders of Metz. After the American victory at St-Mihiel (p. 159) the fortress barred the way to an Allied advance, and a great offensive was projected to outflank it (comp. p. 167). The Armistice, however, intervened, and on Nov. 19th, 1918, the French troops under Pétain entered Metz by the Porte Serpenoise, receiving a joyful welcome.

Among natives of Metz (*Messins*) are Marshal Fabert (1599–1662); Theodore de Neuholz (c. 1690–1756), King of Corsica; the Comte de Custine (1740–93); Paul Verlaine (1844–96), the poet; Ambroise Thomas (1811–96), the composer of 'Mignon'; and Gen. de Maud'huy, who became military governor in 1918.—Rabelais was town physician here in 1546–47, when 'cast out of France by the times,' and Lafayette set out from Metz on his mission to America in 1776.

The railway station (*Gare Centrale*, Pl. C 5), a grey sandstone construction with a spinach-green roof, built in 1908 in the Romanesque style, is a monument of the German ascendancy most aptly described as 'kolossal.' The tower which surmounts it is said to have been designed by the ex-Kaiser. We follow the Rue Gambetta, opposite, at the corner of which is the *Post Office* (Pl. B, C 5), another heavy building intended to harmonize with the station. Farther on is the arcaded *Chambre des Arts-et-Métiers* (r.), at the corner of the Avenue Maréchal-Foch, a broad avenue laid out on the site of the former town-walls. The *Tour Camoufle*, with a slate roof, survives in a small square a little to the right. A statue of Paul Déroulède (1846–1914), by *Dubois*, at the beginning of the Avenue, replaces an equestrian statue of Frederick III which was pulled down by the inhabitants at the hour of the French entry in 1918. On our left opens the Place du Roi-Georges-V, with the old railway station (disused).

The short Rue Harelle, continuing the Rue Gambetta, leads to the **Porte Serpenoise** (Pl. B 4), the gateway to Metz proper, flanked by turrets from the former ramparts.

Inscriptions record that this gateway was retaken 'by the baker Harelle' in 1473, after being surprised by besiegers; that the Duc de Guise repelled Charles V's chief assault here in 1552; that the Prussians entered here in 1871 after Bazaine's surrender; and that on Nov. 19th, 1918, French troops delivered Metz from the German yoke.—To the S. and S.W. of the Porte is the quarter formerly known as 'German Metz,' with the barracks and mansions erected during the half-century of occupation.

The Avenue Serpenoise, on the left of which is the *Caserne du Génie* (engineers' barracks) built by the French in 1840, leads to the Place de la République, once the Kaiser Wilhelm Platz. The Place is adjoined on the N.W. by the spacious **Esplanade** (Pl. A, B 3), overlooking which is the imposing *Palais de Justice* (Pl. B 3), built in 1776 on the site of a mansion erected by Richard de la Pole (d. 1525), son of the

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second duke of Suffolk and of Elizabeth, Edward IV's sister, and exiled from England as a pretender to the throne. At one end of the Esplanade stands a bronze statue of Marshal Ney (p. 220), by Pêtre (1855), which has survived all the vicissitudes of the town; on the terrace at the other end, overlooking the Moselle, is a statue of the victorious 'Poilu,' by the Metz sculptor Bouchard (1919), replacing an equestrian figure of the Emperor Wilhelm I erected 'by his grateful people' (1892) and pulled down unceremoniously after the Armistice. An equestrian statue of Lafayette (1920), at the N. end of the terrace, with the inscription 'Mon cœur s'engage dans le service de la Liberté,' commemorates the Franco-American alliance in the War.

Below the terrace, which affords a charming view of the Moselle valley and the fortified Mont St-Quentin, is the broad *Boulevard President-Poincaré*, flanked by the *Promenades de la Moselle* and continued to the N.E. by the quays. The *Pont Moyen* (Pl. B 2), leading to the Île Chambière (p. 219), gives an excellent general view of the town.

Returning to the Place de la République, we follow the Rue Serpenoise (l.), the narrow main thoroughfare of old Metz, which has many characteristically French features. We turn to the left by the Rue Fournirue to reach the *Place d'Armes*, in which are a statue of Marshal Fabert, by Etex (1841), the cathedral, and the Hôtel de Ville.

The ***Cathedral** (*St-Étienne*; Pl. B, C 2) is a fine late-Gothic building characterized especially by its height, lightness, and great development of window-space. It contains some notable stained glass. The cathedral is open free all day, but movement is restricted during services.

History. The present building, erected in the 14–16th cent. on the site of the circular church of Notre-Dame-la-Ronde, is essentially the work of the architect *Pierre Perrat* (d. 1440), though the nave dates actually from 1332, and the choir from 1510. Under Louis XV the W. front was unfortunately marred by *Blondel*, whose classical porch (1764) was demolished in 1895 to make way for the present Gothic portal, built in 1903 (see below).—Bossuet (1627–1704) was for some time a dean of the chapter of Metz.

Exterior. The orientation is to the N.E. The portal of the façade is flanked by statues of prophets, among whom is Daniel with the features of Wilhelm II (at a corner between the two portals, immediately opposite the Café de la Lune). At the French entry in Nov. 1918 this was decorated with the legend "Sic transit gloria mundi." The *Tour de la Mutte* (289 ft.), on the S.E. side, above the Place d'Armes, with an openwork spire, may be ascended (35 c.; view). The 'Mutte' is the huge town-bell (1605), weighing 10 tons. On the N.W. flank is the great *Tour du Chapitre*, finished in 1468; the portal beneath it is flanked by reliefs representing St. Clement and the Graouly (p. 218) and the Stoning of St. Stephen. The wealth of flying buttresses separating the great pointed windows will be noted.

Interior. The cathedral is 403 ft. long, 102 ft. wide, and 138 ft. high.—The unusual height of the clerestory arrests attention, and the walls give the impression of 'a delicate framework of stone filled in with glass.' A beautiful triforium runs round the entire church, affording the best view of the stained-glass windows, among which the rose at the W. end will be remarked. Most of the monuments were destroyed at the Revolution.—The vast Nave incorporates part of the

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church of Notre-Dame-de-la-Ronde (see p. 217), the raised choir of which has become a side-chapel in the S. aisle. The foliated capitals of the bold and slender pillars likewise belonged to the earlier church. In the N. aisle are an inscription to Pierre Perrat (p. 217) and the tomb of Hermann of Munster (d. 1392), designer of the rose-window. The large porphyry basin here, once used as a font, is of Roman origin.—The transepts and raised open CHOIR are remarkable for their *Stained Glass, the work especially of *Valentine Bousch* of Strasbourg (d. 1541), whose monogram is traced in some of the windows. The high altar was designed by Viollet-le-Duc (1865). In the centre of the choir is a tomb of six bishops (11–14th cent.).—The SACRISTY contains a few art treasures which survived the Revolution, and also the *Graouly* (German *greulich*), the processional figure of a fearsome dragon which took daily toll of the inhabitants of Metz until it was captured and drowned by St. Clement. This Graouly is mentioned by Rabelais in 'Pantagruel.'—The CRYPT, which appears to be of the early 16th cent., contains three tombs of bishops of Metz.

The heavy façade of the *Hôtel de Ville* (Pl. C 2), built by Blondel in 1766–81, occupies the whole of the opposite side of the square. This is the meeting-place of the Academy of Metz, founded by Belle-Isle in 1760, and a historic centre of French culture. The Rue du Chanoine-Collin leads from the N.E. corner of the square to the Rue de la Bibliothèque, along which we turn to the right. Here, in the former convent-church of the Petits-Carmes, are installed the *Library* (open free, 9–12 & 2–5) and the **Musée** (open free on Sun., 1–4 or 2–5; at other times 1 fr.), containing antiquities and a picture-gallery (*Van Ostade*, A merry company; *Rembrandt*, Portrait of an old man; *Corot*, The shepherd; etc.).

In the Rue Chèvremont, a little N., is a crenelated house of 1456 which was formerly the town granary. On the high ground in this quarter of Metz stood the original Gallo-Roman fortress.

The Rue de la Bibliothèque ends in the Rue des Trinitaires, where the corner building is a Protestant church, formerly part of a Trinitarian convent. We turn to the left, passing the lofty tower of the *Hôtel St-Livier*, the oldest secular building in the town (12th cent. and Gothic), now a school of music. Farther on rises the church of *Ste-Ségolène* (Pl. C 2), founded c. 1300 but almost entirely rebuilt, containing a sculptured group of 1337. Retracing our steps along the Rue des Trinitaires we come to the *Place Ste-Croix*, bordered by some old houses. The street called En Jurue, in which is the *House of Rabelais* (l.), leads into the En Fournirue, where we turn to the right to regain the Place d'Armes.

Leaving the W. front of the cathedral on our right we now descend into the Place de Chambre (Pl. B 2), and, crossing it, gain the *Pont des Roches*. On the small island formed by

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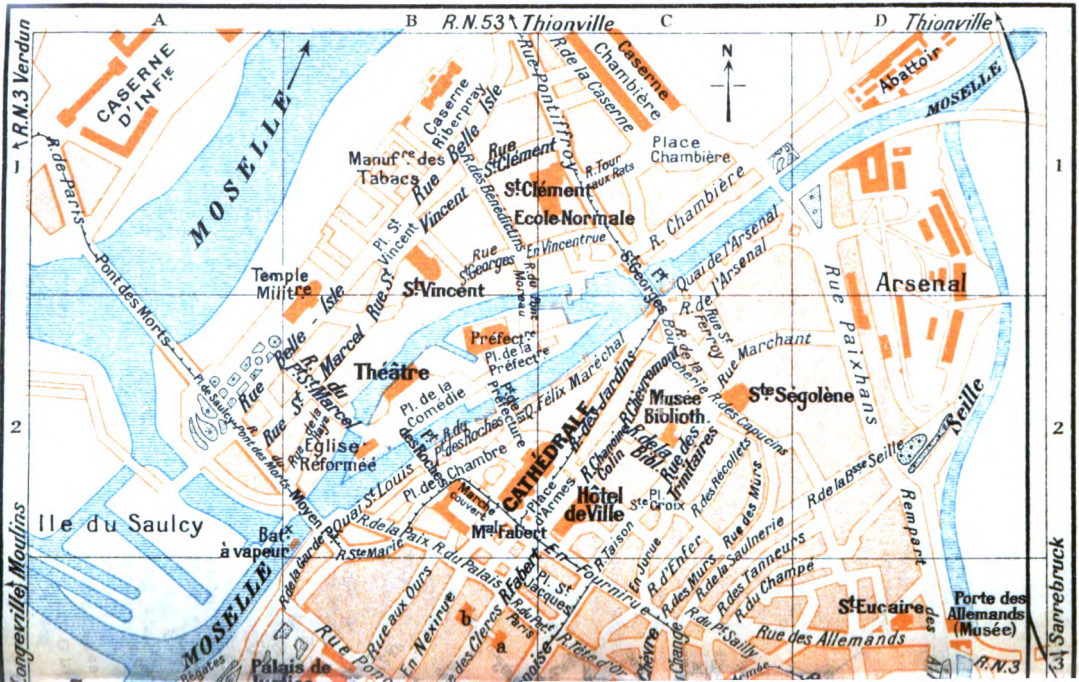

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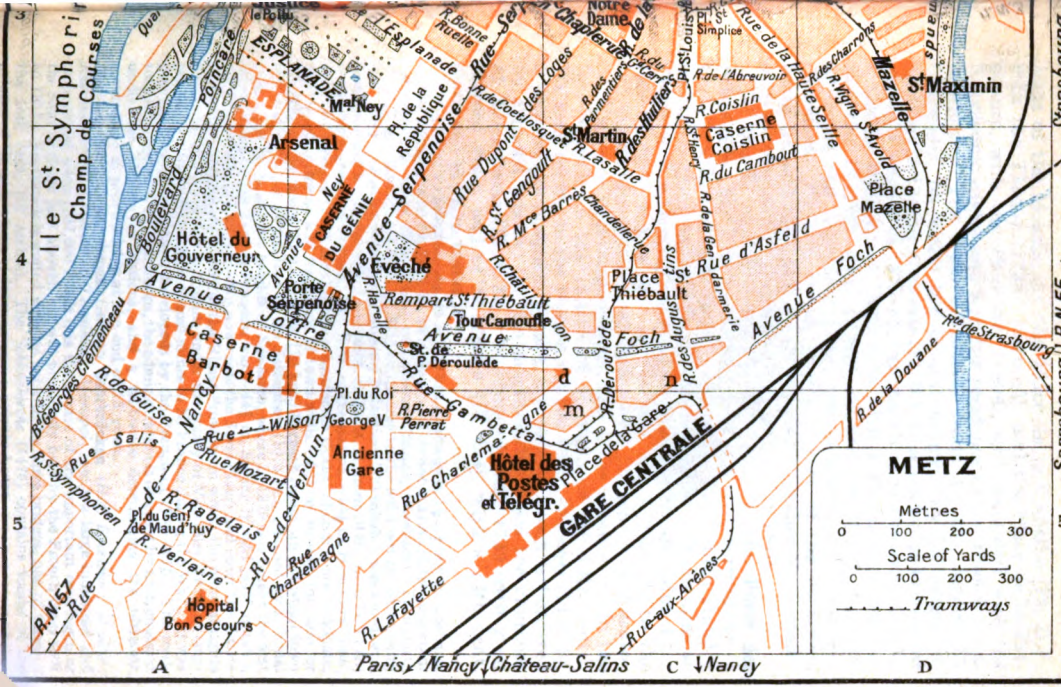

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6-29 Imp. Dufrénoy, Paris.

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arms of the Moselle are the Place de la Comédie (Pl. B 2), with the *Theatre* (1738; restored), and the Place de la Préfecture, with the *Préfecture* (1806), still decorated with the Napoleonic eagles and now the residence of the French Commissioner. The *Pont St-Marcel* leads to the larger *Île Chambière*, on which are several noteworthy buildings, including the *Temple Militaire* (Pl. B 1, 2), a handsome Protestant garrison church of 1875–81, the church of *St-Vincent* (Pl. B 1), a Gothic building of 1248–1376 with a Renaissance façade, and the 17–18th cent. church of *St-Clément* (Pl. B, C 1), adjoining the Jesuits' College, now a school. The *Caserne Chambière* (Pl. C 1) is one of the largest of the numerous barracks, and the cemetery of *Chambière*, farther N., contains a monument to the French who fell at Metz in 1870.

To the E. of the town, on the Seille, is the **Porte des Allemands** (Pl. D 3), a bridge and gateway formed by a feudal castle (13–15th cent.; restored), near which stood a mediæval guest-house of the Teutonic knights. It contains an overflow of archæological exhibits from the Musée (adm. 1 fr., free on Sun. 1–4 or 5). In the Rue des Allemands to the W. stands the restored 12–15th cent. church of *St-Eucaire*, containing a pilgrimage-chapel, and a few minutes S., in the Rue Mazelle, is the church of *St-Maximin* (12–13th cent.). We may return to the station viâ the *Place St-Louis* (Pl. C 3), a picturesque irregular square, one side of which is bordered by arcaded houses; in this neighbourhood are the churches of *Notre-Dame* (Pl. C 3), a building of 1665–1739 with good stained glass, and of *St-Martin* (Pl. C 4), with a 13th cent. nave and modern tower.

FROM METZ TO SARREBRUCK, 49 m. (79 km.), railway in 1¼–2¾ hrs. (to Forbach, on the frontier, 31 fr. 55, 21 fr. 30, 13 fr. 90 c.). This line is a link in the important through-route from Metz (Paris) to Germany (Mainz, Wiesbaden, Frankfort). At (14½ m.) *Remilly-sur-Nied* (p. 211) we diverge to the left from the Strasbourg line.—24¾ m. *Faulquemont* (inn), formerly *Falkenberg* (921 inhab.), was a mediæval fortress.—31¾ m. (51 km.) *St-Avold* (Hôt. de Paris, R. from 10 fr., L. or D. 14 fr.) is a factory town (5412 inhab.) 2 m. N.W. of the station.—35¼ m. *Hombourg-Haut*, or *Ober-Homburg* (2230 inhab.) has a handsome Gothic church, once collegiate, and an old gateway and fragments of town walls.—38½ m. *Bening*, junction for Sarreguemines (see p. 220).—43½ m. (70 km.) **Forbach** (inns), an industrial town (8389 inhab.), lies at the foot of the *Schlossberg* (1003 ft.), crowned by a feudal ruin. To the E. are the heights of *Spicheren*, where in 1870 was fought the first engagement of the Franco-Prussian war.—44¾ m. *Stiring-Wendel* (8135 inhab.), with important ironworks.—We now cross the *Sarre* (Saar) and enter the *Bassin de la Sarre* or *Saargebiet*, part of the Rhine Province in which the mineral rights were ceded by Germany to France under the treaty of Versailles (1919) in compensation for the destruction of coal-mines in N. France during the War. It was previously held (and much developed) by the French in 1792–1815. The territory is occupied by French troops, the administration is directed by a Commission under the League of Nations, and a plebiscite determining the ultimate sovereignty is provided for at the end of 15 years.

49 m. (79 km.) **Sarrebruck**, German **Saarbrücken** (*Hôt. Excelsior*; *Walter*; *Rheinischer-Hof*; *Messmer*; *Terminus*; *Monopol*; etc.), a large industrial and commercial town (107,600 inhab.), is the centre of the important coal-basin of the Saar or Sarre (see above). It was previously held by the French from 1801 to 1815. Saarbruck is united with its suburbs by three bridges, one of them of the 16th cent. (12 arches). The *Schlosskirche* (1476) contains tombs of the princes of Nassau, whose château is now a private house.

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A railway descends the valley from Sarrebruck viâ (6¼ m.) *Voelklingen* (p. 211) to (14¼ m., 23 km.) **Sarrelouis** (16,500 inhab.; *Rheinischer-Hof*; *Zwei Hasen*), birthplace of Marshal Ney (1769–1815), 'the bravest of the brave,' an ancient French stronghold fortified by Vauban, in a loop of the river. The large hall of the *Rathaus* contains fine Gobelins tapestries presented by Louis XIV.—Another branch-line connects Sarrebruck with (11¼ m., 18 km.) *Sarreguemines* (see below).—A line runs also to *Trèves* (Trier), in the Rhine Province.

From Metz to Sarreguemines. The shortest route, 52¾ m. (85 km.) in 1½–3 hrs. (25 fr. 85, 16 fr. 85 c.), runs as on p. 219 to (38¼ m.) *Bening*, where carriages are changed. Another route, involving no change but taking longer (57 m., 92 km.) in 3–3½ hrs., reaches Bening viâ (22¼ m.) *Boulay* (German *Bolchen*), an old fortress (2082 inhab.) with organ factories.—52¾ m. (85 km.) **Sarreguemines** (*Hôt. de l'Europe*; *de la Charrue-d'Or*; *Royal*), German *Saargemünd*, on the left bank of the Saar at its confluence with the *Blies*, is an industrial town (13,812 inhab.), manufacturing faience and porcelain, and is one of the most important railway junctions in Alsace-Lorraine. From Sarreguemines to *Saarbruck*, see above; to *Strasbourg*, see pp. 228–229; to *Bénestroff*, see p. 211; to *Sarrebourg*, see p. 212.

The railway from Metz to (36¾ m., 59 km.) *Château-Salins* (p. 168) runs viâ (26 m.) *Delme*, an ancient Roman station at the foot of the 'colline de Delme' (1322 ft.; view).

The railway from Metz to (37¼ m., 60 km.) *Dillingen*, on the line from Sarrebruck to Trèves, runs viâ (24¼ m.) *Bouzonville* (p. 211).

From Metz to *Luxembourg* and *Strasbourg*, see Rte. 43; to *Paris* viâ Verdun, see Rte. 29; to *Paris* viâ Toul, see Rte. 31.

45. STRASBOURG

STRASBOURG (173,877 inhab.), German *Strassburg*, the old capital of Alsace, now the chief town of the French department of the *Bas-Rhin*, is a thriving and attractive city and a first-class fortress, with a beautiful cathedral and a famous university. It is situated in the plain of Alsace, on the *Ill* (the *El* of Alsatian dialect), which branches to form the island on which the Old Town stands. The Rhône–Rhine Canal and the Marne–Rhine Canal join the Ill above and below the city respectively, and there is a busy river-port on the left bank of the Rhine, some 2 m. E. The ramparts of Vauban have been almost demolished, and the prosperous New Town to the N. is chiefly a creation of the German ascendancy. Even before the annexation of 1871 more than half the inhabitants were German-speaking, but the sympathies of the city are predominantly French.

Plan References below indicated by Pl. I refer to the plan of the central town (p. 228); those indicated by Pl. II to the larger plan (p. 230).

Hotels. Hôt. de la Ville-de-Paris (Pl. I; b, C 2), Rue de la Mésange, R. 25–125 fr., L. or D. 25 fr.; Maison Rouge (Pl. I; a, C 3), Place Kléber, R. 25–150 fr., L. or D. 25 fr.; Nouvel-Hôtel de la Maison Rouge, 4 Rue des Francs Bourgeois (Pl. I; C 3), R. 50–125 fr.; National (Pl. I; d, A 2), Place de la Gare, R. 20–110 fr., L. or D. 25 fr.; Carlton (Pl. I; c, A 2), Place de la Gare, R. 20–50 fr., L. or D. 20 fr.; Excelsior (Pl. I; [illegible], A 2), Place de la Gare, R. 18–70 fr., L. 20, D. 22 fr.; Bristol, Place de la Gare, R. 15–35 fr., L. 14, D. 15 fr.; Pfeiffer (Pl. I; f, A 2), Place de la Gare, R. 12–100 fr.; Terminus (Pl. I; e, A 2), Place de la Gare, R. 16–45 fr., L. or D. 16 fr.; Union, Quai Kellermann (Pl. I; C 2), R. 15–60 fr., L. 15, D. 20 fr.; Hannong (meublé), 15 Rue du 22 Novembre (Pl. I; b 3), R. 12–80 fr.; de l'Europe et Vignette (Pl. I; i, B 3), Rue des Tanneurs, R. 15–50 fr.; de France (Pl. I; g, C 2), 2 Rue de l'Église, R. 12–40 fr.;

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DE LA POSTE, 5 Rue Kuss (Pl. I; A 2), R. 15–60 fr., L. or D. 14 fr.; ROYAL, Rue Kuss, R. 12–50 fr.; DU RHIN, Place de la Gare; VICTORIA, 7 Rue Kuss, R. 10–40 fr.; L. or D. 10–13 fr.; DE LA COURONNE, Faubourg de Saverne (Pl. I; B 1), R. from 10 fr.; etc.—Several *Pensions*.

Restaurants at the hotels. Also *Valentin* (Pl. I; B 2), 50–52 Rue du Vieux-Marché-aux-Vins, expensive but first-class; *Zimmer* (Pl. I; D 3), 8 Rue du Temple-Neuf; *Kammerzell* (Pl. I; D 3), 16 Place de la Cathédrale; *du Crocodile*, 10 Rue de l'Outre; *Goetz*, 15 Place de la Gare; *Café-Rest. du Broglie*, Place Broglie; *du Café de la Paix*, Haute Montée; *du Contades*, 20 Avenue de la Paix; *Brasserie de la Comédie*, Rue de la Comédie; *Buffet*; etc.— OPEN-AIR RESTAURANTS: *Restaurant de l'Orangerie*, in the Jardin de l'Orangerie; *Baeckehiesel*, opposite the Jardin; *au Pêcheur-du-Rhin*, 5 Av. du Rhin, etc.

Cafés. *De la République*, Place Kléber; *de l'Univers*, Place Broglie, etc. Numerous *Brasseries* and beer gardens.

Post Office (Pl. I; E 2), Av. de la Marseillaise.—INFORMATION BUREAU in the station square.—BRITISH CONSULATE-GENERAL, 12 Rue Mercière.—SYNDICAT D'INITIATIVE at the Hôtel de Ville.

Conveyances. CABS: no fixed tariff.—TRAMWAYS. Lines 1–5 and 8–9 traverse the Place Kléber and the central town; lines 2 and 3 pass near the Post Office, and lines 1, 4, and 5 near the Cathedral; fare 30 c. for 2 sections.—MOTOR-COACHES. Autocars of the 'Route des Vosges' run in summer to *Sélestat* thrice weekly viâ Ste-Odile (65 fr.); and 'Circuits' run weekly to the *Lac de Hanau* and *Wörth* (65 fr.); four times weekly to *Ste-Odile* (52 fr.); and weekly to *Saverne* and *Dabo* (52 fr.).

Amusements: *Théâtre Municipal* (closed in summer), Place Broglie; several music-halls and cinemas.

Pâtés de Foies Gras. *Henry Louis*, 5 Rue du Dôme (founded 1829); *Doyen*, 13 Rue du Dôme; *Hummel*, 103 Grande-Rue; *Feyel*, 27 Rue du Dôme, etc.

History. Strasbourg, originating in a Celtic fishing-village (*Argentoratum*), conquered and fortified by the Romans, was saved from the Alemanni by a victory of the emperor Julian in 357; but it fell into the hands of Teutonic invaders in the 5th cent., and was afterwards renamed *Strataburgum* from its position near the main road between Gaul and Germany. The 'Strassburg oaths' of 842 were sworn by Charles the Bald in a German dialect, and by Ludwig the Bavarian in the first beginnings of French; each monarch thus addressing the other's followers. Their brother Lothair gained Alsace by the subsequent treaty of Verdun (p. 148), but it reverted to Ludwig and remained nominally a part of the Holy Roman Empire until the treaty of Westphalia (1648). Actually Strasbourg was an independent city ruled by its bishops and after 1332 largely by the citizens' guilds, which impressed upon it a very democratic character. In the 16th cent. many leaders of the Reformation settled here. In 1681 the city was seized by Louis XIV with the aid of the Catholic citizens, and a commemorative medal was struck bearing the legend, *Clausa Germanis Gallia* ('Gaul closed to the Germans'). The annexation of 'His very Christian Majesty' was confirmed by the treaty of Ryswyck (1697). At the Revolution Strasbourg forfeited its privileges and became a French provincial capital. Here in 1836 Louis Napoleon made his first ineffectual attempt to grasp power. In 1870 Strasbourg surrendered to the Prussians (Sept. 27th) after a seven weeks' siege and a destructive bombardment. Next year it was joined to Germany by the treaty of Frankfort, with the whole of Alsace; and it remained the seat of government of Alsace-Lorraine (Elsass-Lothringen) until its liberation on Nov. 22nd, 1918.

Strasbourg is the birthplace of Kléber (1753–1800) and Kellermann (1735–1820), the generals; Jean-Frédéric Oberlin (1740–1826), the philanthropic pastor; Gustave Doré (1833–83), the painter; and Karl Wurtz (1817–71), the chemist. Gutenberg, one of the claimants to the discovery of printing, worked here with Peter Schöffer between 1434 and 1444; and here in 1792 Rouget de Lisle composed the 'Marseillaise' for the army of the Rhine. Goethe was a student at the University, and many places in the neighbourhood are connected with his name.—The manufacture of the celebrated 'pâtés de foies gras' (goose-liver pies) of Strasbourg involves stall-fattening and 'cramming' of the geese, whose livers are thus unnaturally enlarged. The city was famous for its storks.

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From the monumental RAILWAY STATION (Pl. I; A 2), built by Jakobsthal in 1878–83, we cross the Place de la Gare and follow the Rue Kuss, which leads to the Quai St-Jean (Johannesstaden), on the narrower of the two arms of the Ill. Beyond the bridge (r.) rises the modern church of *St-Pierre-le-Vieux*, or Alt Sankt Peterskirche (Pl. I; B 3), with a 15th cent. spire, deriving its name from the earliest church in Strasbourg (5th cent.), which occupied this site. The nave, used for worship by Protestants, is walled off from the choir, used by Catholics; the compromise is not uncommon in Alsatian churches. In the interior of the Catholic church, which has a new portal (1919), are some 16th cent. panels of wood-carving and several paintings. The Rue du 22 Novembre (commemorating the date of Strasbourg's deliverance in 1918) leads past the church to the Place Kléber.

We follow the Rue du Vieux-Marché-aux-Vins, or Alter Weinmarkt (tramway), on the left, which forms, with its continuations the Rue de la Haute-Montée and Rue de la Mésange, one of the chief thoroughfares. On the left (No. 21) is a house inscribed 'Bombardement de 1870' with two shells; these and the inscription were removed by the Germans in 1914, but replaced after the French entry. Opposite is a small square with a monument to the Alsatian poet *Stoeber* (d. 1835) and his two sons. Farther on opens the *Place de l'Homme-de-Fer* or *Eiserner Mann Platz* (r.), in which the upper story of a chemist's shop bears the ancient civic emblem of an armour-clad figure ('Ysere Ma' in Alsatian patois).

The Rue de la Haute-Montée leads past the huge *Kaufhaus* (r.), in the style of the German Renaissance (1901), with monumental statues of Jakob Sturm, a 'Stadtmeister' who piloted the city prudently through the religious wars, and of the military engineer Speckle, a German Vauban. Here stood formerly the *Kleine Metzig*, or ancient abattoir. A few paces beyond this we turn to the right into the lively Rue des Grandes-Arcades, named from its series of curious old arcaded houses, with shops on the ground floor.

The **Place Kléber** (Pl. I, C 2, 3), which has been named in turn the Place des Carmes-Déchaux, Place des Cordeliers, and Place d'Armes or Paradeplatz, forms the principal stage of Strasbourg's political history. Here stands the statue of Gen. Kléber (p. 221), stabbed at Cairo by a Mussulman fanatic in 1800; his remains were buried in 1838 beneath the monument, which is the work of P. Grass (1837). On the N. side of the square is the *Aubette* (1765–71; reconstructed after the bombardment of 1870), where garrison orders of the day used to be posted at dawn. The Rue des Grandes-Arcades skirts the E. side of the Place, and we follow this street past a brasserie (No. 47) where vestiges of the Roman fortifications were discovered in 1906.

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The short Rue des Dominicains (l.) leads to the Protestant *Temple-Neuf*, a reconstruction of a 16th cent. Dominican church destroyed in the bombardment of 1870, together with the priceless library (400,000 vols.) in its cloisters.

The Rue des Grandes-Arcades ends in the PLACE GUTENBERG (Pl. I; C 3), with a bronze statue of the famous printer (p. 221) by David d'Angers (1840), representing him taking from his press a sheet on which the words are printed "Et la lumière fut." Flower and fruit stalls give this square the appearance of an old-fashioned market.—The *Hôtel du Commerce* (a former Hôtel de Ville) on the S.W. side is a very graceful Renaissance building (1585), with mullioned windows; and in the Rue des Tonneliers, a little to the S., is a curious old house (No. 23) occupied by a brasserie. From the W. side of the Place Gutenberg the short Rue Mercière (Krämergasse), with several timbered and gabled houses, leads to the *Place de la Cathédrale* or *Münsterplatz*.

The ****Cathedral** or *Münster* (Pl. I; D 3), dedicated to the Virgin, one of the noblest of Gothic churches, the work of four centuries, is most admired for the screen of double tracery on its radiant façade. It ranks among the few churches which have preserved their mediæval stained glass intact. The building is open free from 8 to 11.30 and from 2 to 5 or 6. The famous astronomical clock (p. 224) should be inspected at mid-day.

HISTORY. The earliest church erected on this site by Clovis (496) was rebuilt by Charlemagne, but was sacked in 1002 and destroyed by lightning in 1007. Of the red sandstone cathedral begun ten years later by Bp. Wernher only a part of the crypt remains. A Romanesque edifice was afterwards begun, but in 1250–75 the nave was reconstructed in the French Gothic style, and about 1270 the façade was undertaken. The N. tower dates from the 15th cent. (Gothic decadence).—Among the architects the most famous is *Erwin of Steinbach* (d. 1318), whose son *Jakob* and daughter *Sabina* are said to have continued his work. Erwin's tombstone was discovered in one of the chapels in 1835.

Exterior. The *WEST FAÇADE, a Gothic masterpiece, enriched by innumerable statues and covered with a veil of delicate tracery, rises to a height of 216 ft. It is pierced by a rose-window, 43 ft. in diameter, and by three portals, of which that in the middle has two bronze *Doors* with bas-reliefs, and is embellished by statues of prophets. The original doors are said to have been melted down for sous at the Revolution. Amid the array of statuary and reliefs decorating the side-portals may be noted the Wise and the Foolish Virgins (several beautiful heads). Surmounting the portals are statues, for the most part equestrian, of Merovingian, Carlovingian, and later French kings; and above the delicately sculptured rose-window is a gallery of Apostles. The group of the Last Judgment surmounting this is modern (1840). The original plan of Erwin provided for twin towers of equal height, rising from the second story; but eventually the two unfinished towers were joined by the existing platform on the third story, above which was raised the N. tower, exaggerated in height in accordance with the Gothic principle of verticalism. The dizzy but beautiful *SPIRE, based upon

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the octagonal body of this tower, decorated by statuary and flanked by four turrets with winding stairways, consists of a six-storied pyramid of turrets delicately carved in openwork. Above the topmost turret is the lantern, and the whole is surmounted by a stone cross, at a height of 464 ft. The spire is mainly the work of Johann Hültz of Cologne (1439).—Ascent, see p. 225.

The Romanesque *S. Portal* is decorated by low reliefs (in the tympanum, Coronation of the Virgin) and statues, including groups of Christianity and Judaism attributed traditionally to Sabina of Steinbach (p. 223). Her statue and that of her father have been added (1840) in front of the doorway. On the N. side projects the florid and picturesque *Chapelle St-Laurent* (1495–1505), now the sacristy, masking the N. porch. Above the crossing has been built an octagonal tower (1878) in the Romanesque and Transitional style.—We enter by the right-hand portal of the W. front.

Interior. The cathedral (under restoration) is 361 ft. long, 134 ft. wide, and 100 ft. high.—It consists of little more than a vast and dimly but richly lighted nave, in which the general harmony of proportion is enhanced by the beauty of the window-tracery and *Stained Glass. The triforium is open.

Nave. The carved stone pulpit is a masterpiece by Johann Hammerer (1486), and the organ (1714) is by Andreas Silbermann of Strasbourg.—In the S. aisle is the *Chapelle de Ste-Catherine*, containing an ancient wooden altar with panels of the Visitation and Annunciation, and modern high reliefs. On the left of the *Chapelle de St-Marc*, in the N. aisle, are very ancient stained-glass windows (some of the 12–13th cent.), which are, however, inferior to the 16th cent. work in the other aisle.

The Transepts, brightly lit by their plain W. windows, flank the choir. A font in the N. transept is the work of J. Dotzinger of Wurms (15th cent.), and in the S. transept, which is supported by a finely sculptured pillar named after Erwin, is the famous *Astronomical Clock, whose mechanism was constructed by Schwilgué (1838–42) to replace a clock by Conrad Dasipodius (1571). It shows the calendar, position of the planets, and courses of the sun and moon, and sets in motion a group of allegorical figures representing the Four Ages of Life (striking the quarters) in procession before Death (striking the hours). At noon the twelve Apostles issue and make obeisance to the figure of Christ, who blesses them, while a cock crows three times and flaps his wings.

Visitors are admitted to view the clock daily after the 11.30 a.m. closing of the cathedral (1½ fr.; free on Fri.; entrance by the S. portal). A queue is generally formed (beware of pickpockets).

The raised Choir, which occupies the crossing, is surmounted by an octagonal cupola. The frescoes (including a Last Judgment by Steinheil, 1875) are modern. To the N. and S. respectively of the shallow apse are the *Chapelle*

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St-Jean-Baptiste, containing a Gothic tomb of Bp. Conrad de Lichtenberg (d. 1229), and the partly Romanesque *Chapelle St-André*, with tombs of other bishops.

From either side of the choir stairways descend to the CRYPT (adm. ½ fr.), of the early 11th cent. (restored).

For the complete ASCENT OF THE SPIRE (1½ fr.) a strong head is desirable, owing to the extreme openness of the stonework. Fine views (including the Rhine, the Vosges, and the Black Forest) are obtained from the platform (1 fr.) or the base of the spire (3 fr.).

Opposite the cathedral entrance are several timbered houses; and at one corner of the Place de la Cathédrale, to the N., is the restored *Maison Kammerzell* (1589), with allegorical wood-carvings (now a restaurant). To the S. is the Place du Château (Schlossplatz), in which are the Frauenhaus and the Château.

The **Frauenhaus** (Pl. I; D 3) or *Maison de l'Œuvre-de-Notre-Dame*, an interesting gabled building with a Gothic left wing (1347) and a German Renaissance right wing (1589), was the residence of the cathedral architects. In the interior (good staircase) is a small museum of sculptures from the cathedral and the mechanism of the former astronomical clock (open 10–12 and 2–4 or 5, except Mon.; ½ fr.).

THE CHÂTEAU or PALAIS DE ROHAN (Pl. I; D 3), built by Massol in 1728–41, was the residence of Card. de Rohan. It became public property in 1790, and was afterwards purchased by Napoleon and restored to the town by Louis-Philippe. After 1870 it housed the University (p. 228) until 1884. The building is now occupied by the **Musée des Beaux-Arts** and the *Musée des Arts-Decoratifs* (both open 10–12 and 2–4 or 5; adm. 1½ fr.; free on Sun. and Thurs.; closed on Mon.), containing fairly representative collections.

On the ground floor are various antiquities, including an interesting *Relief-Map* of Strasbourg (1725; scale 1 : 1600), which was carried off to Berlin after 1870, but restored by the Kaiser in 1903.

The principal rooms of the **Picture Gallery** on the first floor are at present arranged as follows:—ITALIAN AND SPANISH SCHOOLS, 16–18th cent.: 278. *G. Cariani*, Portrait of a man; 325. *Salvator Rosa*, Landscape; 342–44. *G. Battista Tiepolo*, Madonna, Æsculapius, St. Roch; 345–47. *Fr. Guardi*, Views of Venice; 351. *Griego*, Virgin; 352. *Ribera*, St. Peter and St. Paul; 353. *F. Zurbaran*, Two saints.—FLEMISH, DUTCH, AND FRENCH MASTERS: 91–95. *Rubens*, The Saviour of the world, St. Francis, Visitation; 96–97. *Van Dyck*, Portrait of a lady; 98. *Jordaens*, Peasant festival; *132. *Thomas de Keyser*, Goldsmiths of Amsterdam; 133. *Rembrandt*, Head of an old man; 364. *Claude Lorrain*, Flight into Egypt; 110. *Van der Meulen*, Louis XIV before Bruges.—MODERN MASTERS: *417. *Corot*, Lake of Ville d'Avray; 497. *F. L. Français*, View of Antibes; 418. *C. Cottet*, River scene; 462. *M. Liebermann*, Dutch orphans.—ALSATIAN SCHOOL: paintings by *Daniche*, *Guérin*, *Schuler*, and *G. Doré*.—FRENCH SCHOOL: 371. *Philippe de Champaigne*, Portrait; *A. Watteau*, Kupetzki.—FLEMISH AND DUTCH SCHOOLS: 156. *Ruysdael*, Landscape; 146. *P. de Hooch*, The walk; *102. *D. Teniers the Younger*, Card players.—FLEMISH PRIMITIVES: *51. *Hans Memling*, Six panels of a movable altar; 51. School of *Roger van der Weyden*: Madonna.—ITALIAN SCHOOL: 218. *Fr. Botticini*; 220. *F. Lippi*; 222. *P. di Cosimo*, Madonnas; *251–56. Six cartoons from the studio of *Leonardo da Vinci*.—GERMAN AND SWISS PRIMITIVES: *1. *Conrad Witz*, St. Catherine and Mary Magdalen.—ALSATIAN PRIMITIVES: 16–19. *Hans Baldung Grien*; 12. *School of Schongauer*, Altarpiece.—Alsatian paintings, textiles, wood-carvings, and stained glass.—*Collection Langweil* (Eastern pottery, prints, bronzes, etc.).

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The **Museum of Decorative Art,** in the right wing and right pavilion, contains furniture, Strasbourg faïence, wood-carvings, bronzes, jewellery, etc., a miniature astronomical clock (17th cent.), and the keys of the city presented to Napoleon in 1806.—In the left pavilion and left wing (admission free) are prints, sketches, etc., and a library.

The shortest route from the château to the church of St-Thomas is viâ the Place Gutenberg and the Rue des Serruriers (Pl. I; C 3), but it is more interesting to follow the Rue du Bain-aux-Roses (Rosenbadgasse) as far as the terrace on the bank of the Ill, which is overlooked by the principal façade of the château (view). Turning W. along the terrace we traverse two small squares and pass (l.) the former *Grande Boucherie* or Grosse Metzig (1588), now containing the new Musée Historique de la Ville (Pl. I; D 4), open 10–12 and 2–4 or 5 (adm. 1 fr.; free on Sun. and Thurs.; closed on Mon.).

The collection includes documents and objects relating to the history of Strasbourg from the middle ages to the entry of French troops in Nov. 1918. The Salle d'Armes (16–18th cent.) contains the armour of the 'homme de fer' (comp. p. 222) and a fine suit of the period of Maximilian.—A few paces N.W. of the musée, at No. 36 in the Rue du Vieux-Marché-aux-Poissons, is the house where Goethe lived as a student in 1771.

We pass (l.) the old *Douane* or *Kaufhaus*, partly of the 14th cent., transformed into a covered market; and cross the Ill by the new *Pont du Corbeau* (Rabenbrücke), once the 'Pont des Supplices,' from which criminals were thrown into the river. No. 1 in the Quai des Bateliers, on the left as we reach the opposite bank, is the *Hôtel du Corbeau*, an old hostelry where Turenne lodged in 1647 and Frederick the Great in 1740 (interesting courtyard). The Quai St-Nicolas (r.) leads to the Musée Alsacien (Pl. I; D 4), at No. 21 (open free on Sun., 10–1, when a guide accompanies visitors; Tues. to Sat., 10–12 and 2–4 or 5; adm. 1 fr.), with a collection of local and popular interest.

First Floor. Alsatian earthenware, cooking utensils, furniture, etc. Interesting Jewish antiquities. Reproduction of an alchemist's laboratory.—Second Floor. Alsatian costume and head-dress; insignia of trade guilds; etc.

The second bridge beyond this point is the Pont St-Thomas, which we cross in order to visit the church of—

St-Thomas (Pl. I; C 4), a building of 1270–1330, in the shape of a Lorraine cross, with Romanesque and Gothic towers. The church (Protestant; adm. 1 fr.; sacristan at No. 5 Place St-Thomas) contains good stained glass and some striking monuments, notably the theatrical *Tomb of Marshal Saxe (1696–1750), which was executed by order of Louis XV by *Pigalle* and completed in 1777. The Marshal is shown calmly descending the steps of a pyramid of grey marble, at the foot of which is his coffin, while France endeavours to detain him and to stay the advance of Death, and Hercules mourns his earthly rival. At the Revolution, when the church became a fodder store, the tomb is said to have been saved by being covered with hay.

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Among the other tombs is that of Martin Bucer (p. 234), the Alsatian reformer. In a side-chapel are the embalmed bodies of a Duc de Nassau (killed in 1640) and his daughter, a 9th cent. carved stone coffin, and a 13th cent. secret doorway (r.).

We retrace our steps to the Quai St-Nicolas, and skirt the S. bank of the river eastwards for ¾ m. (tramway No. 10) in order to reach the church of *St-Guillaume* (Pl. I; E 3), or *Wilhelmer Kirche*, founded in 1300 for the 'Guillemites' (hermits of St. Guillaume), and used by Protestants since 1534. A curious wooden low-relief (15th cent.) above the porch represents the legend of St. Guillaume, and in the nave are fine remains of stained glass (15–16th cent.). In the choir are the tombs of Count Ulric, Landgrave of Alsace (d. 1343), and of his brother Philip (d. 1332); the fresco on the wall above them was discovered in 1876.—The continuation of the Quai des Pêcheurs beyond the church leads to the University (p. 228).

The Pont St-Guillaume leads to the Rue St-Étienne, in which is the ancient church of *St-Étienne* (Pl. I; E 3), a 13th cent. basilica with a Romanesque apse and pointed transepts, surmounted by an octagonal tower. The Place St-Étienne has some ancient houses, including No. 17, the *Maison Boecklin* (1598). Thence the Rue de l'Arc-en-Ciel leads N. into the *Rue Brulée* or Brandstrasse, named from the burning of 2000 Jews who were accused of poisoning the city's wells in 1348. Here we pass (r.) the former residence of the German Statthalter of Alsace-Lorraine, now the seat of the French Commissioner, the *Hôtel des Deux-Ponts*, until 1918 the German military headquarters, and the *Hôtel de Ville* or *Mairie* (Pl. I; D 2), a grandiose building of the early 18th cent., rebuilt in 1840.

On the N. these buildings overlook the **Place Broglie** (Pl. I; D 2), also called 'the Broglie' (pronounced 'Breuil'), a rectangular promenade opened in 1740 by Marshal de Broglie, then governor of Alsace. Here, at No. 2, is the *Maison de la Marseillaise*, the house of the mayor Frédéric Dietrich, where Rouget de Lisle sang the 'Marseillaise' for the first time on April 25th, 1792 (tablet). At the E. end is the *Theatre*, rebuilt after a fire in 1870.

From the W. end of the Broglie the Rue de la Nuée-Bleue or Blauwolkengasse leads N.W. to the Protestant church of **St-Pierre-le-Jeune** (Pl. I; C 2; adm. 1 fr.), founded in 1031, containing a handsome Gothic rood-screen and font. On the choir floor is a 'Road to Paradise,' with monsters symbolizing the sins which the faithful tread underfoot. The *Cloister, on the farther side, dates originally from the foundation of the church; one of its walls was rebuilt in the 14th century. At the end of the street we may cross the Pont de Pierres to reach the new town (see p. 228). On the right is the *Palais de Justice* (Pl. I; C 1), and on the left we may regain the railway station viâ the Quai Kléber and Quai St-Jean.

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Beyond the theatre, to the N.E. of the old town, is the imposing German-built quarter of the city which centres in the PLACE DE LA RÉPUBLIQUE (Pl. I; E 1), the former *Kaiserplatz*, a large square flanked on the W. by the *Palais Impérial* (1883–89), destined to be converted into a musée, and on the right by the *Library* (700,000 vols.) and the former *Palais du Parlement Alsacien*, now a conservatoire of music. The public garden of the *Contades* (Pl. II; C 1, 2), to the N., was planted by Marshal de Contades in 1764. To the E. of the Palais du Parlement is the large *Post Office* (Pl. I; E 2), in the Gothic style (1899), embellished by statues of German emperors, three of which (those of Wilhelm I, Wilhelm II, and Frederic III) were decapitated by the citizens in Nov. 1918. The Avenue de la Liberté leads hence to the University, passing (l.) the new Protestant *Église de la Garnison* (1889–92), a handsome building in red sandstone by Ludwig Müller. At the entrance to the gardens in front of the University is a statue of Goethe as a student, by *Waegener*; and a little to the S. are the municipal baths.

The ***University** (Pl. II; D 2), occupying an imposing *Palais* (1879–84), built by Warth in the style of the Italian Renaissance, and numerous subsidiary buildings, was founded in 1566, endowed with new privileges in 1621, suppressed at the Revolution as a stronghold of German sentiment, and reopened in 1872 under Imperial favour. It is now once more a home of Gallic culture, with 2000 French and many foreign students. In front is a Memorial to Pasteur (1923).

To the E. of the university is the *Jardin Botanique*, with the *Observatory*, and to the S.E. is Vauban's *Citadel* (1682–85), adjoined by other military buildings. To the N.E. (tramway No. 3, viâ the Allé de la Robertsau) is the ORANGERIE (Pl. II; E 1), a park including a hothouse, pleasure gardens, and an Alsatian restaurant.

The PORT OF STRASBOURG (Pl. II; F 3, G 3), reached by the Route du Rhin (tramway No. 1), is the upper terminus of navigation on the Rhine, and is fifth in magnitude among the ports on that river. Its large docks were constructed from 1901 onwards at the cost of the town.

To the S.E. of the port is the *Pont de Kehl*, a fine bridge (1861) spanning the Rhine, which is here the frontier between Alsace and Baden (customs). Just N. of this is the railway bridge. The town of **Kehl** (8800 inhab.; *Hôt. Blume*; *Salmen*), on the German bank, was fortified by Vauban in 1683. Here in 1780 Beaumarchais set up the Kehl printing-press from which a number of forbidden books were issued, including some by Voltaire and Rousseau.—Under Article 65 of the Peace Treaty of 1919 the ports of Kehl and Strasbourg were constituted, for seven years, a single unit for purposes of exploitation.

Strasbourg is a station on the air-route from *Paris* to *Prague*, *Constantinople*, and *Warsaw* (service daily, except Sun.; comp. p. 162).

FROM STRASBOURG TO SARREGUEMINES VIÂ OBERMODERN, 60½ m. (97 km.), railway in 1½–3½ hrs. (43 fr. 70, 29 fr. 50, 19 fr. 25 c.). From Strasbourg to (14¼ m.) *Mommenheim*, see pp. 214–215. The line diverges N.W.—23 m. *Obermodern* (p. 214).—26¾ m. *Ingwiller* (Hôt. des Vosges), a brewing town (2278 inhab.), once fortified, on the *Moder*, is the station for the feudal *Castle of *Lichtenberg*, 5 m. N.W.—From (33 m.) *Wingen* a branch-line ascends to (8 m., 13 km. E.) *St-Louis-les-Bitche* with 'royal glass-works' (1767); and from (44 m.) *Diemeringen* a light railway runs to *Drulingen* (p. 213).—56½ m. *Zetting* has a

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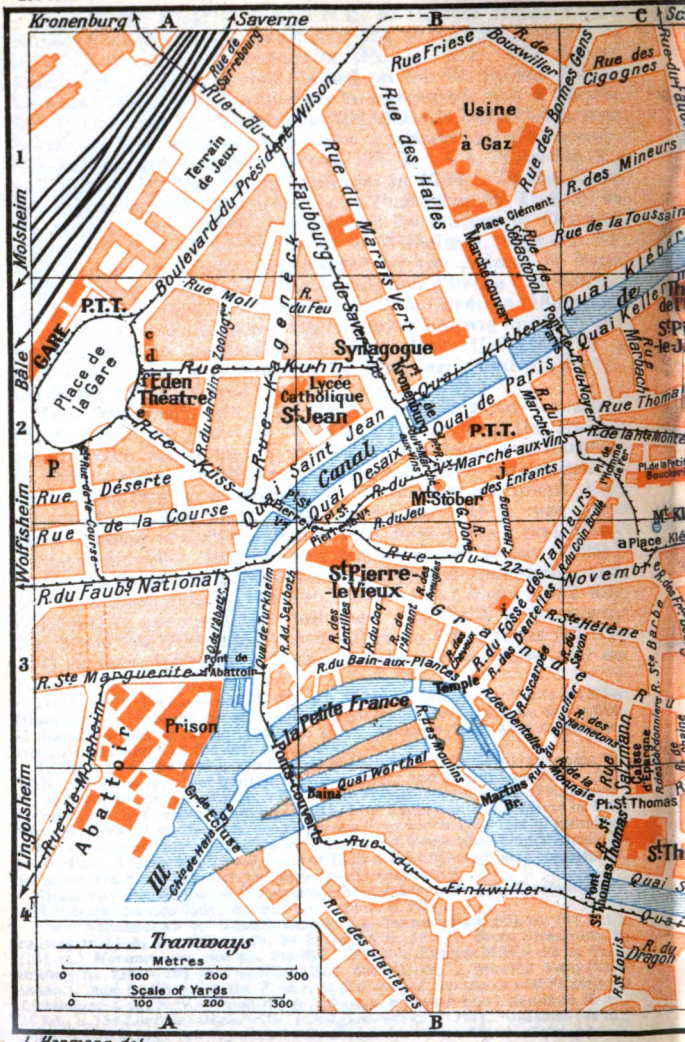
Kronenburg
Saverne
Rue Friese
Rue de Bouxwiller
Rue des Cigognes
Usine à Gaz
Rue des Bonnes Gens
Rue du Faubourg de Saverne
Rue du Président Wilson
Rue des Halles
Rue du Marais Vert
Terrain de Jeux
Boulevard du Président Wilson
Rue des Mineurs
Place Clémenceau
Marché couvert
Rue de la Toussaint
Rue de Sébastopol
Quai Kléber
Quai Kellermann
P.T.T.
GARE
Place de la Gare
Rue Moll
Rue du Feu
Synagogue
Rue de Kuhn
Eden Théatre
Lycée Catholique St Jean
Rue du Jardin Zoologique
Rue de Kronenbourg
Rue de Kiss
Rue Déserte
Rue de la Course
Rue du Fbg National
Canal Saint Jean
Quai Desaix
Quai de Paris
Rue du Marché-aux-Vins
Rue du Marché des Enfants
Rue du Jeu des Enfants
Rue du Dôme
Rue du 22 Novembre
Rue de la Haute Montée
Pl. de la Petite Boucherie
Rue des Tanneurs
Rue du Bain aux Plantes
Rue du Fossé des Tanneurs
Rue Ste Hélène
Rue Ste Barbe
Rue des Lentilles
Rue du Coq
Rue du Himmel
Rue des Juifs
Rue des Dentelles
Rue du Bouclier
Rue des Hanneteons
Rue des Moulins
Rue Salzmann
Pont de l'Abattoir
Rue Ste Marguerite
Temple
Prison
Abattoir
La Petite France
Pont Couverts
Quai Wurthel
Barrage
Grande Ecluse
Chute de Hausbergen
Rue de Molsheim
Rue de Lingolsheim
Rue du Ruisseau
Rue du Dragon
Pont St Thomas
Pl. St Thomas
Rue du Fil
Rue de Wolfisheim
Rue de Molsheim
Rue de Lingolsheim
Rue de Bâle
Rue de Wolfisheim
Rue de Molsheim
Rue de Lingolsheim
Rue de Bâle
Rue du Fil
Rue du Dragon
Rue des Glacières
Rue du Faubourg de Pierre
Rue du Faubourg de Saverne

LIBRAIRIE HACHETTE

Schiltigheim
B
Tivoli
E
CONTADES
Rue du Maréchal de Castelnau
Rue du Maréchal Foch
Rue Louis Apfel
Rue de la Paix
Rue Turenne
Rue des Vosges
Rue Oberlin
Rue de la Finkmatt
Rue St Léon
Nouv. Eglise St Pierre le Jeune
Ecole Supre
Rue Ste Odile
Palais de Justice
Palais du Rhin
Ministères
Bibliothèque
Quai de la Finkmatt
Quai Jacques Sturm
Quai Schœpflin
Rue du Fil
Théâtre
Cercle Militre
Mt Lezay
Conservatoire de Musique
Hôtel des Postes
Rue de la Fonderie
Rue des Ecrevisses
Rue de la Mésange
Rue de l'Outre
Rue du Temple Neuf
Rue du Dôme
Rue des Juifs
Rue des Frères
Rue des Sœurs
Rue des Veaux
Rue des Bateliers
Rue des Charpentiers
Rue du Faisan
Rue du Puits
Rue de la Haute Seille
Rue de la Nuée Bleue
Rue de la Mare
Rue de la Poste
Rue de la Marseillaise
Rue de la Courtine des Juifs
Rue de la Chaîne
Rue de la Hache
Rue de la Grande Arcade
Rue du Vieux Seigle
Rue des Hallebardes
Rue des Orfèvres
Rue des Dentelles
Rue des Serruriers
Rue des Tonneliers
Rue de la Douane
Rue de l'Ail
Rue de la Râpe
Rue de la Toile
Rue de la Krutenau
Rue de Zurich
Rue des Orphelins
Rue des Boucliers
Rue d'Austerlitz
Rue du Jeu de Paume
Rue St Nicolas
Rue Wenceslas
Rue Wendel
Rue Auguste Lamey
Rue du Général Gouraud
Rue du Maréchal Joffre
Rue du Général Leclerc
Rue du Général de Gaulle
Rue du Général Rapp
Rue du Général Koenig

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striking church of the Transitional period.—60½ m. (97 km.) *Sarreguemines*, see p. 220.

FROM STRASBOURG TO SARREGUEMINES VIÂ HAGUENAU, 73½ m. (118 km.), railway in 3½–5 hrs. (35 fr. 90, 23 fr. 40 c.). This is the more interesting and picturesque route; carriages are generally changed at Haguenau.—From Strasbourg to (5½ m., 9 km.) *Vendenheim*, see p. 215.—16¾ m. *Bischwiller* (Hôt. du Lion-d'Or), on the Moder, derives its name from a 12th cent. mansion of the bishops of Strasbourg. Branch-line to Oberhoffen, see p. 214.—21 m. (34 km.) **Haguenau** (*Hôt. de l'Europe*; *National*; *du Parc*, R. 12–25 fr., L. 11, D. 10 fr.), German *Hagenau*, a garrison town of 16,279 inhab. on the Moder, is the centre of the hop industry in Alsace. Its fortifications were razed in 1677. The church of *St-Georges* was originally built in 1137 by the Emperor Conrad III. The old Court of Justice, to the left of the Place de l'Hôtel-de-Ville, is picturesque. The church of *St-Nicolas* (13–15th cent.), at the farther end of the town, containing a stone sepulchre in high relief (1420), has been well restored. Richard Cœur-de-Lion, as prisoner of the Emperor Henry VI, appeared before a Diet summoned here in 1193, in the old palace erected by Frederick Barbarossa, which has disappeared. Railway to *Saverne* and to *Roeschwoog*, see p. 214; to *Wissembourg*, see below.

We traverse the S. part of the *Forest of Haguenau* (50 sq. m.), the largest in Alsace.—28 m. *Mertzwiller* is a junction for (7½ m., 12 km. E.) *Walbourg* (see below).—31½ m. *Reichshoffen* (Hôt. de l'Ange; du Commerce) gives name to a gallant but fruitless charge of the 'Reichshoffen Cuirassiers' on Aug. 5th, 1870, when the town was MacMahon's headquarters during the battle of Wörth (see below).—34¾ m. (56 km.) **Niederbronn** (624 ft.; *Hôt. Mathis*, R. 12–55 fr., L. 16, D. 20 fr.; *de la Chaine d'Or*; *du Lion d'Or*; etc.), a summer resort and spa (2889 inhab.), at the foot of the charming valley of the Falkenstein, is a centre for excursions in the N. Vosges. The cold saline waters are prescribed for gout and dyspepsia. The *Établissement*, overlooking a small park, has a concert-hall and ballroom. To the E. lies the battlefield of Wörth (see below). The *Jaegertal*, 4 m. N.E., is much visited for its scenery.—The line ascends the wooded valley of the Falkenstein, passing the ruined castles of *Wasenbourg*, *Falkenstein*, and *Waldeck*.—42¾ m. *Bannstein*.—49 m. *Bitche* (Hôt. Ville-de-Metz, R. from 15 fr., L. or D. 13 fr.), in German *Bitsch*, a picturesque town of 3236 inhab., is dominated by an isolated hill (1391 ft.) on which stands a famous citadel, defended throughout the Franco-Prussian war of 1870–71 by its garrison of 3000 men.—From (54¾ m.) *Lemberg* (Hôt. Heitzmann), at the highest point of the railway (1404 ft.), we descend through pleasant country into the basin of the Saar.—73¼ m. (118 km.) *Sarreguemines*, see p. 220.

FROM STRASBOURG TO WISSEMBOURG, 42½ m. (68 km.), railway in 1–2 hrs. (30 fr. 65, 20 fr. 70, 13 fr. 50 c.). From Strasbourg to (21 m., 34 km.) *Haguenau*, see above. The line to Wissembourg diverges N., traversing the forest of Haguenau (see above).—26¾ m. *Walbourg* has a 15th cent. abbey church with a large choir and contemporary stained-glass windows. A branch-line runs N. to (11½ m.) *Lembach* viâ (5½ m.) *Wörth*, which gives its name to the battle of Aug. 5th, 1870, when Marshal MacMahon's army was defeated by the Prussians. Railway to Selz, see p. 230.—42½ m. (68 km.) **Wissembourg** (*Hôt. du Cygne*; *de l'Ange*; *de l'Europe*; etc.), German *Weissenburg*, an ancient frontier town of 4978 inhab. on the *Lauter*, at the foot of the N. Vosges, grew up around a Benedictine abbey of the 7th cent., and became a free imperial city in 1255. Two memorable battles were fought here: in 1793, when the 'Weissenburg Lines' were forced in turn by the Allies and the French, and in 1870, when the destruction of part of MacMahon's army opened the door for the Prussian invasion. The former abbey-church of *St-Pierre-et-St-Paul* is a fine early Gothic building (13th cent.) with an octagonal tower flanked by graceful turrets. The spire was destroyed by lightning in 1883. In the interior are interesting frescoes, a statue of Dagobert I, who was a founder of the abbey, and some fragments of 13–15th cent. glass; the 16th cent. cloister has been restored. The *Hôtel de Ville* dates from 1741. The *Musée* contains relics of 1870. A railway connects Wissembourg with (13 m., 21 km.) *Lauterbourg* (see p. 230).

FROM STRASBOURG TO LAUTERBOURG, 34¾ m. (56 km.), railway in 1–1¾ hr. (17 fr. 5, 11 fr. 10 c.). The line (constructed as a strategic railway by the Germans) descends the left bank of the Rhine, at some distance from the river.—8 m. *La Wantzenau*, near the confluence of the Ill and the Rhine.—19¾ m. *Sesenheim* (inns) was visited by Goethe in 1770–71, towards the end of his student course at Strasbourg; here he met and loved Frederike Brion.—23 m. *Roeschwoog*

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(p. 214).—28½ m. (46 km.) **Selts** (*Hôt. du Bœuf*; *du Saumon*), German *Selz*, the Roman *Saletio*, afterwards a country-seat of the Frankish kings, is a small town (1724 inhab.) at the confluence of the Selzbach and the Murg with the Rhine. The late Gothic church has been restored. A branch-line runs W. to (14¼ m., 23 km.) *Walbourg* (see p. 229).—34¼ m. (56 km.) **Lauterbourg** (*Hôt. de l'Étoile*), a frontier town and port (1849 inhab.) on the Lauter, 2 m. above its confluence with the Rhine, stands on the outskirts of the *Bienwald*, traversed by the Roman road called the 'Dumel.' Railway to *Wissembourg*, see p. 229.

Light railways run from Strasbourg to (9¼ m., 15 km. N.W.) *Truchtersheim*, to (17½ m., 28 km. W.) *Westhofen* viâ *Marlenheim* (p. 214), and viâ (14¼ m.) *Erstein* (p. 233) and (27½ m.) *Sundhouse* (p. 235) to (33½ m., 54 km. S.) *Marckolsheim*.

From Strasbourg to *Nancy* and *Paris*, see Rte. 33; to *Metz* and *Luxembourg*, see Rte. 43; to *Saales* and *St-Dié*, see Rte. 46; to *Basle*, see Rte. 47.

46. FROM STRASBOURG TO SAALES AND ST-DIÉ

RAILWAY, 54 m. (87 km.) in 1¾–3 hrs. (39 fr. 20, 26 fr. 45, 17 fr. 25 c.); to *Saales*, 38½ m. (62 km.) in 1¼–2½ hrs. (27 fr. 95, 18 fr. 85, 12 fr. 30 c.).

ROAD, 53½ m. (86 km.).—13¾ m. (22 km.) *Molsheim* (see below).—29½ m. (47 km.) *Schirmeck* (p. 232).—35½ m. (57 km.) *St-Blaise* (p. 232).—41 m. (66 km.) **Saales** (p. 232).—53½ m. (86 km.) **St-Dié** (p. 198).

This route affords access to a picturesque and interesting region among the middle Vosges, with many little old towns and ruined castles that played their part in battles long ago. Almost any one of these towns may be taken as a centre for numerous attractive excursions, and carriages are usually to be had, though it is only the pedestrian that can thoroughly explore the district.

Strasbourg, see Rte. 45. The line runs S.W., ascending the pleasant valley of the *Bruche*, or *Breusch*, nearly the whole way.—Between (4¼ m.) *Holzheim* and (6¼ m., 10 km.) *Enzheim* Turenne fought an indecisive battle against the Imperialists in 1674. One of the forts of Strasbourg, concealed by trees, is passed on the right. The *Canal de la Bruche*, to the N. of the railway, was opened by Vauban in 1681 to transport granite to Strasbourg for the construction of its ramparts.—8 m. *Duppigheim*. The village is 1½ m. S. of the station, and to the N. is the *Château of Kolbsheim*, in a fine park.—10½ m. *Dachstein*, once fortified, fell to Turenne in 1674 (see above).

11¾ m. (19 km.) **Molsheim** (*Hôt. des Deux-Clefs*; *de la Gare*), an ancient town (3164 inhab.) below the vine-clad foothills of the Vosges, has considerable remains of its fortifications (including a keep) and many old houses. The large late-Gothic parish church was founded for the College of Jesuits in 1580. In the market-place stands the *Metzig* or old Hôtel de Ville, an attractive building in which the Renaissance predominates. The wines of the Molsheimer Berg are esteemed.

FROM MOLSHEIM TO SÉLESTAT, 21 m. (34 km.), railway in 1–1½ hr. (10 fr. 35, 6 fr. 75 c.). The line runs S. viâ (1¼ m.) *Dorlisheim*, which has a 12th cent. church. At *Altdorf*, 1½ m. E., is the interesting Romanesque church of a Benedictine abbey founded in 960.—2½ m. **Rosheim** (*Hôt. de la Charrue*), an old fortress (2622 inhab.) with well-preserved ramparts, is charmingly situated at the foot of an amphitheatre of hills. The Romanesque-Byzantine church of *St-Pierre-et-St-Paul* (12th cent.) has a beautiful tower and is rich in sculptures. Light railway to *Ottrott* and *St-Nabor*, see p. 231.—Beyond Rosheim there are good views (right) of Ottrott and of Ste-Odile (p. 231).—3¾ m. (6 km.) *Bischofsheim*, with a château. About 2½ m. E. of the station is *Krautergersheim* (inns), in the cemetery of which lies Lili Schönemann, once betrothed to Goethe.—5½ m. **Obernai** (*Hostellerie du Clos-Ste-Odile*, R. 20–50 fr., L. 16, D. 18 fr.; *Hôt. de la Couronne*; *des*

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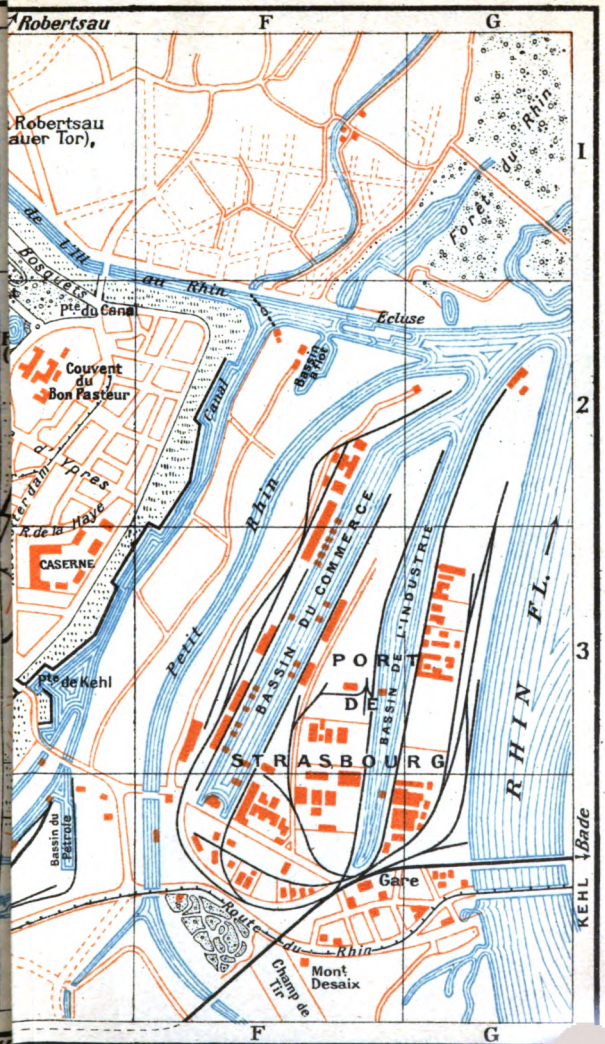

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Vosges; *de la Gare*), German *Oberehnheim*, a picturesque town (3808 inhab.), partly walled, has a *Hôtel de Ville* of 1523 (restored) and a graceful *Kapellturm* (13–16th cent.). It was a residence of the early dukes of Alsace, and near the modern church is the house where St. Odilia (see below), daughter of Duke Adalric, was born in the 7th century.—10 m. (16 km.) **Barr** (*Hôt. des Bains et Buhl*, R. 10-24 fr., L. 18, D. 14 fr.), 1 m. from the station; *de la Maison-Rouge*; *de la Couronne*; etc.), a quaint old town (4179 inhab.) on the *Kirneck*, with storks' nests on many of its houses, is a favourite summer resort. An old castle of the bishops of Strasbourg (1640) has been converted into the Hôtel de Ville. Among many interesting excursions (motors for hire) in the picturesque hilly surroundings are those to the ruined castles of *Landsberg*, *Andlau*, and *Spesbourg*, on their mountain tops; to the *Moenkalb* ('mons calvus'; 1344 ft.), 2 m. N.W.; to the Hohwald (see below), 7 m. W.; to Ste-Odile (see below), c. 4 m. N.W. on foot (c. 7 m. by winding road); etc.—11½ m. *Eichhoffen*. To the left of the station is the *Château d'Ittenwiller*, a former country seat of the bishops of Strasbourg, restored in 1661. Traces of Roman potteries have been discovered in the vicinity. At *Andlau*, 1½ m. W. of the station, the remarkable Romanesque church (9–11th cent.; restored) is a relic of a famous convent for noble ladies, founded in the 9th cent. by Richarda, the repudiated wife of Charles the Fat.—13 m. *Epfig*.—16½ m. *Dambach* (Hôt. de la Couronne), a picturesque walled town (1932 inhab.) with many timbered houses, is noted for its vineyards.—17½ m. *Scherwiller*. Here in 1525 Duke Antoine of Lorraine gained a victory which crushed the rebellion of the 'Rustauds' (p. 214).—21 m. (34 km.) *Sélestat*, see p. 233.

From Molsheim to St-Nabor and Ste-Odile, 10 m. (16 km.), railway in 1 hr. (change at Rosheim). From Molsheim to (2½ m.) *Rosheim*, see p. 230. We change for the light railway.—6½ m. *Boersch*.—7½ m. *St-Léonard*.—8 m. (13 km.) *Ottrott* (Hôt. Blanck), a small town (1110 inhab.), to the W. of which rise the twin feudal ruins of Lutzelbourg and Ratsamhausen, produces one of the red wines of Alsace.—10 m. (16 km.) *St-Nabor*, the terminus of the light railway, is the station for (2½ m., 4 km. S.W., in 1½ hr.) the convent of **Ste-Odile**, on the *Odilienberg* (2470 ft.), a famous place of pilgrimage, where the nuns offer hospitality to visitors (120 beds; pension 17–20 fr.). The convent, founded in the 7th cent. by St. Odilia (see above), the patron saint of Alsace, who was born blind but miraculously received sight at her baptism, was originally called *Hohenbourg*. Abandoned in the 16th cent., it was reoccupied in the 17th cent. by Premonstratensians, who remained here until the Revolution. It was again reopened in 1853 for sisters of the third order of St. Francis. In the *Church* are the reliquary of the saint, her former tomb, the tomb of her parents, statues, and paintings from her life. On the Grande Terrasse (*View) is the *Chapelle des Larmes*, and on another terrace is the *Chapelle des Anges*. Readers of the 'Ingoldsby Legends' will recall the not very historical 'Lay of St. Odille.' Below Ste-Odile on the E. are the *Hôtel St-Jacques* and the ruined Romanesque abbey church of *Niedermünster*. A little farther S.E. is *Truttenhausen*, where Herrade de Landsberg, abbess of Ste-Odile (1167–95) and author of the 'Hortus Deliciarum,' a priceless manuscript destroyed in the fire of Strasbourg in 1870, founded a convent. To the S. of Ste-Odile lies the famous *Mur Païen*, or *Heidenmauer*, a prehistoric or Celtic work composed of huge blocks of unhewn stone piled up to form a wall 8–12 ft. high. It should be followed as far as the *Mœnneistein* (2680 ft.), a gigantic rock at its principal angle (*View). To the S.W. of Ste-Odile (5½ m., 9 km., in 2 hrs.) is **Le Hohwald** (2200 ft.; *Hôt. du Hohwald*; *Stauffer*), a village resort amid pinewoods at the foot of the **Signal du Champ-du-Feu* (3609 ft.), one of the principal summits of the Alsatian Vosges (ascent in 2 hrs.).—From Ste-Odile or Le Hohwald to *Barr*, see above.—Autocars to *Strasbourg*, see p. 221.

From Molsheim to *Saverne*, see p. 214.

Beyond Molsheim we continue to ascend the valley of the Bruche.—13¾ m. (22 km.) **Mutzig** (*Hôt. Felsbourg*; R. from 10 fr.) is an old fortress and quarry town (2587 inhab.). The episcopal château, once owned by Card. Rohan, became a small-arms factory after the Revolution and is now a hardware factory. Chassepot (1833–1905), inventor of the musket named after him, was born and lived at Mutzig.—15½ m.

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Gresswiller.—17½ m. *Heiligenberg*, in a picturesque part of the valley, lies 4 m. N. of the ruined *Castle of *Guirbaden* (1870 ft.; 1½ hrs.), one of the impressive mediæval strongholds of Alsace (seen from the railway; on the left).

19¾ m. *Urmatt* (inns), a modest summer resort, is the station for (2 m. N.) *Niederhaslach*, which grew up around a monastery founded by the Irish St. Florent in the 7th century. The *Abbey Church, begun in 1274 and completed in 1294–1316 under the direction of Jakob Erwin, son of the architect of Strasbourg, has been well restored. Stained-glass windows of the 14th cent. depict episodes of St. Florent's life, and in a side-chapel is the tombstone of Jakob Erwin (d. 1330).

Many mountain excursions may be made from Urmatt, and the summit of the *Donon* (p. 198), 8 m. W., may be gained in 6 hrs.

At (22¼ m.) *Lutzelhouse*, an industrial village, we cross a linguistic frontier and enter French-speaking Alsace.

The *Signal de la Porte-de-Pierre* or *Türgesteil* (3311 ft.), named from a remarkable group of rocks often taken for a prehistoric monument, may be ascended in 2½ hrs.

23½ m. *Wisches*, station for *Grendelbruch* (1640 ft.; Hôt. Weber), 4 m. E., an industrial village and summer resort.—26¾ m. (43 km.) **Schirmeck** (*Hôt. Donon*; *Vogt*, R. 10–20 fr., L. or D. 12 fr.; etc.), a favourite centre for excursions (1449 inhab.), with a ruined castle of the bishops of Strasbourg, was occupied during the French raid into Alsace in Aug. 1914.

The *Donon* (3307 ft.; p. 198) is ascended hence by a well-marked track in 2½–3 hrs. Omnibuses run twice daily in summer to (2¾ m.) *Grandfontaine*, at its foot.

28 m. *Rothau* (inn) is a small town (1613 inhab.) at the confluence of the Bruche and the *Rothaine*.—31 m. *Fouday*, German *Urbach*, is one of the communes of the former *Ban-de-la-Roche*, a wild rocky district civilized by the endeavours of Jean-Frédéric Oberlin (p. 221), who came to *Waldersbach* (1¼ m. E.) as Protestant pastor in 1767, and is buried in the churchyard there.—33 m. *St-Blaise*; here the first German flag was captured by the French on Aug. 15th, 1914.

From St-Blaise to the Col du Hantz and *Senones*, see p. 198.

38½ m. (62 km.) **Saales** (1721 ft.; *Hôt. de l'Europe*; *Mazeran*, R. from 8 fr., L. or D. 11 fr.; *des Vosges*), a former frontier town (1313 inhab.) situated at the head of the valley of the Bruche, was captured by the French in a sharp engagement on Aug. 14th, 1914, but afterwards remained some 3 m. behind the German lines.

To the E. rises the *Climont* (3170 ft.; ascent in 2¾ hrs.; *View).—*Ban-de-Sapt*, 4 m. W. of Saales by the road to Moyenmoutier and *Etival* (p. 198), witnessed fierce fighting in Oct. 1914, when the French regained command of the main ridge of the Vosges.

Beyond Saales the railway enters a spiral tunnel c. 1 m. long, crosses the Fave, and descends the Col d'Urbes to (46 m.) *Provenchères-sur-Fave*.—54 m. (87 km.) **St-Dié**, see p. 198.

The road from Saales to (12½ m.) St-Dié (motor-bus in ¾ hr., 6 fr.) crosses the battle-front of 1914–18.

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47. FROM STRASBOURG TO COLMAR AND BASLE

RAILWAY, 88¼ m. (143 km.) in 2–2½ hrs. (64 fr. 40, 43 fr. 50, 28 fr. 35 c.); to (41 m., 66 km.) *Colmar* in ¾–2 hrs. (29 fr. 75, 20 fr. 5, 13 fr. 10 c.); to (67¼ m., 109 km.) *Mulhouse* in 1¼–1¾ hr. (49 fr. 10, 33 fr. 15, 21 fr. 60 c.). This is a section of the international routes from Calais, Dunkirk (see Rtes. 9 and 9A), and Ostend and Luxembourg to Switzerland and Italy.

ROAD, 75¼ m. (122 km.).—18 m. (29 km.) *Boofzheim*.—31½ m. (51 km.) *Marckolsheim* (p. 230).—41¼ m. (67 km.) *Neuf-Brisach* (p. 239).—55½ m. (89 km.) *Bantzenheim* (p. 244).—75¼ m. (132 km.) **Basle** (p. 244).

Strasbourg, see Rte. 45. The line runs S., traversing the fertile plain of Alsace, bounded on the W. by the Vosges, and on the E. by the Rhine and the Black Forest.—4¼ m. (7 km.) *Grafenstaden* has locomotive works. In a house still surviving at *Illkirch*, an adjoining industrial town, 1½ m. E. of the station, the capitulation which gave Strasbourg to Louis XIV was signed in 1681 (p. 221).—5½ m. *Geispolsheim* is a typical Alsatian village, where the traditional costume of the province (parti-coloured bodice, red skirt, and white lace apron) is still worn by women on Sundays.—We enter a district of cornfields and tobacco plantations.

12½ m. (20 km.) **Erstein** (*Hôt. de l'Étoile*; *de la Gare*), a factory town (5110 inhab.), with irregular streets and many picturesque old houses, 1¼ m. E. of the station (tramway), was fortified by the Frankish kings, but its ramparts, save for one remaining gateway, were destroyed by the Strasbourgers in 1333. Light railway to Marckolsheim, see p. 230.—Beyond (14¼ m.) *Matzenheim* we draw nearer to the foothills of the Vosges, and obtain a good view of the convent of Ste-Odile (p. 231) and the neighbouring ruined castles.

16¾ m. (27 km.) **Benfeld** (*Hôt. de la Ville-de-Strasbourg*; *du Cerf*), on the Ill, is a little town (2630 inhab.) of high antiquity, mentioned as a 'villa' of the bishops of Strasbourg as early as 765. The arcaded Hôtel de Ville (1531) has a curious turret added in 1619. Over the main dial of the clock is a wooden bust of the traitor Stubehanzel, who was bribed to betray the town to the Bavarians in 1331. The Roman Catholic church has a 14th cent. choir.—The hamlet of *Ehl*, 1 m. N.E., is believed to occupy the site of the Roman settlement of *Hellelum* or *Helvetum*.—Farther on the Signal du Champ-de-Feu (p. 231) appears in the distance, to the right of the railway.—23 m. *Ebersheim*.

The village of *Ebermünster*, 2 m. E., formerly *Aprimonasterium*, 'the monastery of the wild boar,' was the seat of a famous abbey, afterwards Benedictine, said to have been founded in 667 by Duke Adalric of Alsace, father of St. Odile (p. 231). The present church (1727) has three towers of unusual shape and contains good woodcarvings.

27¼ m. (44 km.) **SÉLESTAT** or *Schlestadt* (Buffet; 9456 inhab.), German *Schlettstadt*, one of the more ancient towns in Alsace, is situated on the left bank of the Ill. Long pent up within its fortifications, the irregularly built old town, with its narrow and crooked streets, contrasts with the more spacious but less interesting quarters to the S. and E.

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Hotels. HÔT. HANSER, R. 12–32 fr., L. 15, D. 16 fr.; DE L'AGNEAU NOIR, R. from 10 fr., L. or D. 15 fr.; DE LA MARNE, Rue des Quatrième-Zouaves, R. 15 fr.; DE LA GARE; DU MIROIR; WOEHRLÉ; etc.

Post Office, a few yards N. of the Tour de l'Horloge.—SYNDICAT D'INITIATIVE, at the Hôtel de Ville.

History. Schlestadt, an early residence of the Frankish kings, became a free imperial city in the 13th cent., and played its part in the wars that later disturbed this region. It was captured by the Swedish in the Thirty Years' War (1632), but it held out successfully against the Allies in 1814–15. Its celebrated academy, at which Erasmus is said to have been a student, was founded in the 15th cent. and exerted considerable influence on the revival of learning in Alsace. The reformer Martin Bucer or Butzer (1491–1551; comp. p. 227), who sought refuge in England at the invitation of Cranmer and became professor of divinity at Cambridge (1549), was born at Schlestadt. The art of glazing pottery was discovered in the 18th cent. by an unknown craftsman of the town.

From the station we reach the centre of the town viâ the Avenue de la Gare and the Avenue de la Liberté, continued by the Rue des Quatrième-Zouaves, and Rue du Président-Poincaré. On the left, in the last, stands the TOUR DE L'HORLOGE, or *Fausse-Porte*, a massive square old bell-tower, parts of which date from the 13th or 14th century. Passing beneath this we reach the Rue des Chevaliers, which leads N. to the most interesting part of the old town, with the church of Ste-Foy and the cathedral.

The church of ***Sainte-Foy** (' *Sancta Fides* '), one of the finest Romanesque buildings in Alsace, was erected as a priory church in 1904 by Princess Hildegarde of Hohenstaufen and her two sons. The two W. towers are modern, but the central polygonal tower, with arcades on all its faces, is original. The interior, though somewhat heavy, is impressive, with arcades supported by Romanesque columns with cubical capitals. In the crypt are a reproduction of the Holy Sepulchre and a curious bust representing Princess Hildegarde, who died of the plague. Her remains, with the head and bust in perfect preservation, are said to have been discovered under a heap of quicklime.

The **Cathedral** (*St-Georges*), an admirable Gothic church of the 13–14th cent., a few yards farther N., has been thoroughly restored. The graceful tower, with large windows on two stages, may be ascended (view). The interior has many points of interest. The columns in the aisles have capitals with square abaci of the early 13th cent., while those in the nave are a century later. The woodwork in the choir is in the style of the 18th century. To the E. is the *Tour des Sorcières*, a fragment of the old ramparts.

The Rue de l'Église, passing the *Maison Spiess*, an attractive house of 1541, runs W. to the Place Gambetta, whence the short Rue des Serruriers leads S. to the small *Église des Récollets*, of 1280, now a Protestant church. In the Place de la Victoire, still farther S., viâ the Rue de Verdun (in which No. 18 is a fine house of 1538), is the former *Arsenal Ste-Barbe*, a large building with crenelated gables, probably erected for a guild of arquebusiers or musketeers, and now a public hall.

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AUTOCARS run in summer daily except Mon. to *Colmar* viâ the Col du Bonhomme in 8 hrs. (61 fr.), and thrice weekly to *Strasbourg* viâ Ste-Odile in 9 hrs. (65 fr.).

FROM SÉLESTAT TO STE-MARIE-AUX-MINES, 13¾ m. (22 km.), railway in 50 min. (6 fr. 70, 4 fr. 35 c.). Quitting the plain of Alsace the line ascends the charming valley of the *Lièprevette*.—3 m. *Châtenois* (Hôt. de l'Agneau-Blanc; and several others), German *Kestenholz*, an attractive little town (2098 inhab.) with a saline spa, has a partly Romanesque church and a ruined castle.—4½ m. *Val-de-Villé*, or *Weilertal*.—Railway to Villé, see below.—6¼ m. (10 km.) *La Vancelle*, or *Wanzel*. About 6 m. S., by well-marked path, is the famous ***Castle of Hoh-Koenigsbourg** (adm. 1 fr.), crowning an abrupt promontory (2477 ft.) of the Vosges. In 1899 the ruins were presented by the township of Sélestat to the Kaiser, who had them restored with German thoroughness at the public expense. The main outlines of the fortress are the creation of Count Oswald of Thierstein (1480), but the *Keep, on the E., dates from the 12th cent. (view). The interior contains heterogeneous collections. Below the castle are two hotels (*Haut-Koenigsbourg*; *Schaenzel*; pension c. 32 fr.). Above La Vancelle on the N. side of the valley rises the castle of *Frankenbourg* (ascent in 1½ hr.), traditionally founded by Clovis, with a rounded keep.—9½ m. *Lièpvre*; 11¾ m. *Ste-Croix-aux-Mines*; both industrial towns, with 1470 and 1905 inhab. respectively.

13¾ m. (22 km.) **Ste-Marie-aux-Mines** (*Grand-Hotel*, R. from 12 fr., L. or D. 15 fr.; *du Commerce*), German *Markirch*, though now the head-centre (7481 inhab.) of a textile industry extending into many villages around, owed its first prosperity to its lead and copper mines which were worked from the 9th cent. until they gave out in the 18th. In the middle ages Ste-Marie belonged partly to the dukes of Lorraine, partly to the Alsatian lords of Ribeaupierre, whose territories were separated by the *Lièprevette*, which flows through the town; hence arose the proverb that 'dough kneaded in Alsace was baked in Lorraine.' The Alsatian dwellers on the right bank embraced Protestantism and spoke German, while the Lorrainers remained French-speaking Catholics. Apart from a few old houses, the town contains little of interest. It was bombarded during the War as a German railhead.—From Ste-Marie to the *Col de Ste-Marie* and *St-Dié*, see p. 199.

FROM SÉLESTAT TO VILLÉ, 10½ m. (17 km.), railway in ¾ hr. To (4½ m.) *Val-de-Villé*, see above. We diverge to the right and ascend the populous valley of the *Giessen*, noted for its kirsch.—8 m. *St-Maurice* was partly burned by the Germans on Aug. 18th, 1914, in reprisal for an alleged fusillade of francs-tireurs (monument).—10½ m. (17 km.) *Villé* (Hôt. de la Ville-de-Nancy; de l'Ancienne-Poste), German *Weiler*, the terminus of the branch-line, is a pleasant centre for excursions.

A branch-line runs from Sélestat viâ (5 m.) *Müttersholz* to (9½ m., 15 km. E.) *Sundhouse*, a station on the light railway from Strasbourg to Marckolsheim (p. 230).

Beyond Sélestat a view is obtained of Hoh-Koenigsbourg (see above; r.).—30½ m. (49 km.) **St-Hippolyte** (*Inns*), German *Sankt-Pilt*, at one time a stronghold of robber knights, was dismantled in 1462 by an army of Strasbourgers and Baslers, and was sacked by the Swedish in the Thirty Years' War (1633). The slopes to the W. are covered with vineyards.

Hoh-Koenigsbourg (see above) may be reached hence either by footpath (1¾ hr.) or by carriage-road (5 m.).

We cross the Eckenbach, the boundary between Upper and Lower Alsace.—33 m. (53 km.) **Ribeauvillé** (*Grand-Hôt. Bellevue*, R. 15–30 fr., L. or D. 15 fr.; *Pepinière*; *de la Ville-de-Nancy*; *du Mouton*; tramway from the station in ¼ hr., 1–1½ fr.), German *Rappoltsweiler*, 2½ m. W. of the railway station, is an old town (4660 inhab.) charmingly situated at the foot of the Vosges and noted for its white wines and its 'three castles on one hill.' The *Pfifferhaus* is said to have been the old headquarters of the itinerant musicians of Alsace,

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who have given their name to the ' Pfiffertag ' (8th Sept.), a local festival, and who acknowledged the ' kingship ' of the feudal lords of Ribeaupierre. The *Tour des Bouchers* (Metzgerturm) is a relic of the former ramparts. The Gothic parish church dates from 1473, and in the market-place is a fountain of 1536.

On the hill to the W. is the ruined castle of *Rappolstein* or *Ribeaupierre* (2106 ft.), the 14th cent. stronghold of the Ribeaupierre family; and lower down, on neighbouring heights, are the castles of *Girsberg*, built in the 13th cent., and *St-Ulrich*, with a striking central hall.—A fragment of the *Mur Païen* (comp. p. 231) runs along the crest of the hills above Ribeauvillé.—About 2 m. S. is the hamlet of *Hunawihr*, with a curious fortified church and cemetery (14–15th cent.).

Aubure (*Hôt. du Brézouard*, R. 12–20 fr., L. or D. 18 fr.; *Raffner*; etc.), German *Altweier*, 5¼ m. W. of Ribeauvillé by road (omnibus twice daily) is a French-speaking village, frequented as a summer resort, at the foot of the *Signal d'Aubure* (3415 ft.) and of the *Brézouard* (p. 238; ascent in 2½ hrs.).

35½ m. (57 km.) *Ostheim-Beblenheim* is the station for (3 m. W.; bus 5 times daily) *Riquewihr* or *Reichenweier* (inns), an old and picturesque town, at the foot of the vine-clad slopes of the Vosges, with ramparts and a château of 1539.

41 m. (66 km.) **COLMAR** (42,996 inhab.), the old capital of Upper Alsace, now the busy chief town of the department of the *Haut-Rhin*, is situated near the foot of the Vosges, on the river *Lauch* and a branch of the Rhône and Rhine Canal. It is a characteristic Alsatian town, with irregular streets and many picturesque painted and timbered houses. The Musée is noted for its collection of panels of the German primitive school. A large part of the population is German-speaking.

Hotels (all in noisy situations). TERMINUS (Pl. b; B 3), Rue de la Gare, well spoken of; NATIONAL (Pl. c; A 3), Rue de la Gare; BRISTOL (Pl. a; A 3), close to the station, R. 16–80 fr., L. or D. 20 fr.; DU MUSÉE, near the Museum, R. 12–30 fr., L. or D. 15 fr.; DE FRANCE, R. from 10 fr., L. or D. 10 fr.; DE LA VILLE DE SOULTS; etc.

Restaurants. *Maison des Têtes*, Rue des Têtes; *Central*, Place de la République; *du Champ-de-Mars*, Av. de la République.

Post Office (Pl. B 3), 34 Av. de la République.—SYNDICAT D'INITIATIVE, in the station square.

Conveyances. CABS; no fixed tariff.—MOTOR OMNIBUSES to *Orbey* (for *Lac Noir* and *Lac Blanc*) three times daily (5–10 fr.).—AUTOCARS to *St-Dié* twice daily in 2 hrs. viâ the Col du Bonhomme (17 fr.), and viâ St-Dié c. daily to *Nancy* in 5 hrs. (46 fr., see p. 164).—In summer: to *Sélestat* daily except Wed. in 8½ hrs. viâ the Col du Bonhomme (61 fr.); to *Mulhouse* thrice weekly in 8¾ hrs. viâ La Schlucht; to *Villel* and *Contrexéville* twice weekly in 4¾ hrs. viâ Épinal and twice weekly in 6 hrs. viâ Plombières-les-Bains (90 fr. 25 c.).

History. The origin of Colmar is obscure, but a farm of the Frankish kings, established here in the 8th cent., was called *Columbaria*. It was made a free imperial city in 1226. Charles the Bold besieged it vainly in 1474, but it fell to the Swedes in the Thirty Years' War, and was not united to France until after 1673, when Louis XIV razed the ramparts. It was held for Napoleon in 1814–15, and its sympathies during the last century have been French.—Among natives of Colmar are Martin Schongauer (c. 1420–88), the painter (claimed also by Augsburg), who worked here and was foremost in the Colmar school of engraving; Theophilus Pfeffel (1736–1809), the German fabulist (statue carried off by the Germans); Gen. Rapp (1771–1821); Adm. Bruat (1796–1855); and Auguste Bartholdi (1834–1904), sculptor of the Lion of Belfort and of the statue of Liberty in New York harbour.

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From the large and typically German railway station (Pl. A 3) the Avenue de la République leads to the CHAMP DE MARS (Pl. B 3), a large promenade and public park in which stands a statue, by *Bartholdi*, of Adm. Bruat (see p. 236). In the adjoining Place Rapp is a statue of Gen. Rapp by the same sculptor. We now enter the older part of the town, through which the Rue Kléber leads to the *Place du 18 Novembre* (renamed in memory of the deliverance of Colmar in 1918), with the *Theatre* and the Musée.

The ***Musée** (Pl. C 2) is installed in the quadrangular buildings of the former Dominican convent of *Unterlinden*, founded in the 13th cent., and once a historic centre of German mysticism. It is open free on Sun. and Thurs. from 9–12 and 2–5; on other days adm. 1 fr. (entrance in the Rue des Unterlinden, opposite the baths). The collection is particularly rich in paintings of the German primitive school.

In the middle of the original *CLOISTER is a statue of Martin Schongauer by *Bartholdi* (1860).—On the left is the Salle Bartholdi, containing casts, etc.—The former church of the convent, with a Gothic choir, contains the *PICTURE GALLERY, in which the three earliest German periods are represented by a series of masterpieces: *Mathias Grünewald* (?), wings of an altarpiece; *School of Cologne*, various masters; *School of Martin Schongauer*, Scenes of the Passion, etc. This remarkable collection was removed 'for safety' to Munich during the War, and was restored only in Oct. 1919, after repeated applications. In the pavement of the choir is a Gallo-Roman mosaic (3rd or 4th cent.), and at the E. end is a splendid *Altarpiece in carved wood, from the convent of Issenheim, with diptychs ascribed traditionally to Grünewald (see above). The W. end (nave) is devoted to the modern school, including works by *Henner* (5 paintings; 1861), *Français* (lake piece), *Bernier*, *Doré*, and *Vernet*.—The old refectory of the convent (on the right of the entrance-hall) contains some 15–16th cent. carvings; and in the Salle Fleischauer is a chimneypiece of 1536.—On the first floor are paintings, objets d'art, and natural history collections.

The *Maison des Têtes* (Kopfhaus, Pl. C 2), a gabled Renaissance mansion of 1609 in the Rue des Têtes, owes its name to the masks carved on it. The Rue des Boulangers leads to the graceful early-Gothic *Dominican Church* (13–15th cent.), reconstructed after being long used as a corn market; in the interior the tall round columns which have replaced the 13th cent. pillars of the nave and the 18th cent. arcades above them are out of harmony with the general character of the church. Thence we follow the Rue des Serruriers to the cathedral square.

The church of **St-Martin** (Pl. C 2), commonly called the *Cathedral*, is a striking basilica of 1234–1366, replacing an earlier Romanesque church of the 10th century.—The S. tower alone was completed, but the inappropriate campanile that now crowns it was added after a fire in 1572. In other respects the church, which has recently been restored, illustrates the development of Gothic architecture in the 13th and 14th centuries. The *Portail St-Nicolas*, on the S. side, is noteworthy for the variety of expression in its grotesques, and for the statuette (l.) of Maistres Humbret (1245–1300), architect of the nave, with his square and drawing-board. Beside the portal are traced two former

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measures of length, one of which is the ell of Colmar. A storks' nest may be seen above the apse.

The rather gloomy interior has good stained glass (14–15th cent.). On the left of the entrance to the choir is the altarpiece (shown by the sacristan, fee 2 fr.) enclosing the **Virgin Mary in a Bower of Roses, the masterpiece of Martin Schongauer (1473). The octagonal choir is surrounded by an ambulatory (unique in Alsace). The tower may be ascended (303 steps; *View; ½ fr.; apply at the police office).

In the Place d'Armes, opposite the S. portal, is the *Commissariat de Police*, a graceful Renaissance building (1597) once the chapel of the cemetery. Near by are numerous picturesque old houses, including the Maison-Pfister (Pl. C 3), a timbered and painted house of 1537 at the corner of the Rue des Marchands and the narrow Rue Mercière. No. 36 Rue des Marchands claims to be the birthplace of Schongauer. No. 30 was the birthplace of Bartholdi (small museum). The *Ancienne Douane* (Pl. C 3) or *Koïfhuss*, farther S., in the Grand' Rue, is a curious 15–17th cent. building which was long used as the Hôtel de Ville, and now contains a collection of Alsatian armour and antiquities (adm. 1 fr.). The Grand' Rue has likewise a number of interesting old houses. From its S. end (Pl. C 3) we may either return directly to the station (½ m.) or make a short divergence to the E. in order to visit the picturesque quays of the Lauch (Pl. C, D 3), thronged by washerwomen.

At *Wettolsheim*, 2½ m. S.W. of Colmar, is the modernized château where in 1784–87 the impetuous Alfieri lived with the Countess of Albany, his 'good angel.' Beyond this in the same direction rises the ruined castle of *Hohlandsbourg* (2056 ft.; *View).

From Colmar to Kaysersberg and La Poutroye, 13 m. (21 km.), light railway in 1½ hr. (6 fr. 5, 4 fr. 20 c.).—3 m. *Ingersheim*, on the Fecht, is a vine-growing village.—5½ m. *Ammerschwihr* (1246 inhab.; inns) is an ancient town.—6¼ m. *Sigolsheim*, on the *Weiss*, has a striking church of the Transitional period, with a good triple portal.—6¾ m. *Kientzheim* (744 inhab.) is still partly walled.—7½ m. (12 km.) **Kaysersberg** (*Hôt. de la Clef-d'Or*, R. from 12 fr., L. or D. 25 fr.), a picturesque and historic town (2059 inhab.), is noteworthy for a Hôtel de Ville of the German Renaissance (1604), a 12–15th cent. parish church with interesting sculptures, a ruined feudal keep, and numerous old houses.—9½ m. *Alspach*, with remains of an abbey church.—10½ m. *Fréland*, in a side-valley 2 m. N.—12½ m. (20 km.) *Hachimette* is the station for (2 m. S.W.; omnibus 3 times daily) **Orbey** (1620 ft.; *Hôt. Cornélius*, R. 10–55 fr., L. or D. 15 fr.; *du Lac Blanc*, R. 15–50 fr., L. 24, D. 22 fr.; *de Paris*; motor-bus to Colmar, see p. 236), a pleasant summer resort which lay between the opposing lines during the War, and was partly destroyed. This is the best departure point for (3–3½ m. W. in 1½–1¾ hr.) the Lac Blanc and the Lac Noir, with their bombarded hotels (rebuilt). The twin lakes lay just behind the French front (several military cemeteries). Thence to the *Col du Louschbach* and *Col du Bonhomme*, see p. 201.—13 m. (21 km.) **La Poutroye** (*Hôt. de la Couronne*, pension from 25 fr.), an industrial village (767 inhab.) and the terminus of the light railway, lies at the foot of the Col du Bonhomme (p. 201) and of the *Tête-des-Faux* (4002 ft.), a granite height (front of 1914–18) dominating the pass on the S. To the N.W. rises the *Brézouard* (4033 ft.; *View), which may be ascended in 2½ hrs. The hillsides in this region were honeycombed with dug-outs. From La Poutroye to *Fraize*, see pp. 200–201.—La Poutroye is on the route of the Autocars from Colmar to St-Dié and Nancy (see pp. 236, 200, 164).

From Colmar to Turckheim and Les Trois-Épis, 10 m. (16 km.), railway to Turckheim in ¼ hr.; tramway thence (in summer only; 3½ fr.) in ¾ hr.—4¼ m. (7 km.) **Turckheim** (*Hôt. des Vosges*, pension from 30 fr.), noted for its white wine, is a picturesque little town (2406 inhab.) near which Turenne gained one of his

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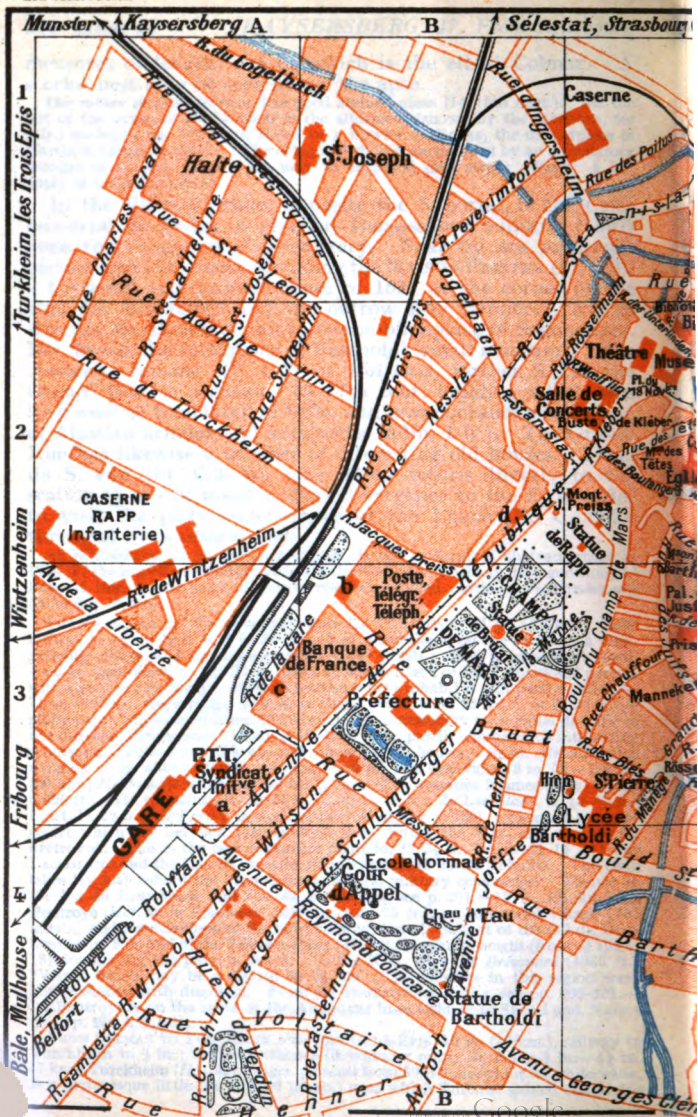
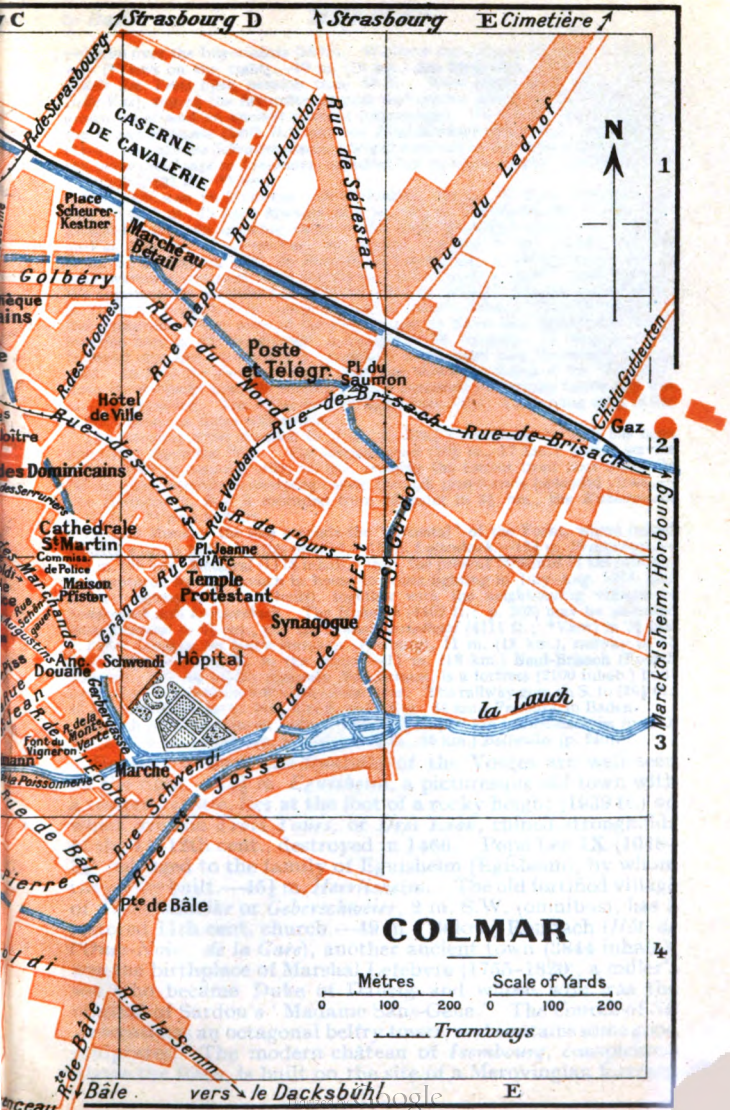

Munster
Kaysersberg
A
B
Sélestat, Strasbourg
Turkheim, les Trois Epis
Wintzenheim
Fribourg
Bâle, Mulhouse
1
2
3
4
R. du Logelbach
Rue du Vieux Logelbach
Halte
St. Joseph
Caserne
Rue d'Ingersheim
Rue des Poilus
Rue Charles Grad
Rue Ste Catherine
Rue St Joseph
Rue Adolphe Léon
Rue Schœpflin
Rue de Turckheim
Rue Hirn
R. Peyerimhoff
Logelbach
Rue des Trois Epis
Rue Nessle
Théâtre
Salle de Concerts
Buste de Kléber
Rue Rosselmann
Rue Stanislas
Rue Kléber
Rue des Têtes
Rue des Boulangers
CASERNE RAPP (Infanterie)
Rue de Wintzenheim
Av. de la Liberté
R. de la Gare
Poste, Télégr. Téléph.
Banque de France
Préfecture
Statue de Rapp
Statue du Général de Mars
Statue de Mollwitz
Statue de Schwendi
Boulevard du Champ de Mars
Rue Chauffour
Mannekenpis
Rue des Blés
St Pierre
Lycée Bartholdi
Rue du Maréchal
Boulevard
P.T.T.
Syndicat d'Initiative
GARE
Avenue
Rue Wilson
Rue Schlumberger
Bruat
Messimy
R. de Reims
Joffre
Ecole Normale
Cour d'Appel
Chau d'Eau
Rue Raymond Poincaré
Avenue
Rue Bartholdi
Statue de Bartholdi
Rouffach
Belfort
R. Gambetta
R. de Castelnau
Rue Voltaire
Verdun
Avenue Foch
Avenue Georges Clemenceau
Rue Turenne
Rue des Capucins
Rue des Marchands
Rue des Juifs
Rue des Bains
Rue des Tanneurs



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victories over the Imperialists (1675). We leave the railway and go on by tramway (*Views on the right).—10 m. (16 km.) **Les Trois-Épis** (2263 ft.; *Grands-Hôtels des Trois-Épis*, pension from 65 fr.; *Notre-Dame*, pens. from 46 fr.; *Belle-Vue*), one of the favourite summer and winter resorts of the Vosges, has grown up around an ancient convent (pilgrimage). To the W. (1½–2 hrs.) rise the *Grand-Hohnack* (3203 ft.) and the *Petit-Hohnack* (3009 ft.). Farther W. (1½–2½ hrs.) are the *Schratzmannele*, a height regained by the French in Aug. 1915, the notorious *Linge* or *Lingekopf*, captured the previous month, and the *Col du Wettstein* (2891 ft.; *View).

From Colmar to Munster and Metzeral, 15½ m. (25 km.), railway in 1½ hr.; to (11¾ m., 19 km.) *Munster* in ¾ hr.—4½ m. *Turckheim*, see p. 238.—We ascend the German-speaking valley of the *Fecht* (beautiful views).—8 m. *Wihr-au-Val* (German *Weier-im-Tal*), an ancient fortress, is the station also for (1 m. S.) **Soultzbach** (*Hôt. du Meunier-de-Sans-Souci*), a village known for its table-waters (discovered 1603) and for its 'bains des fous,' said to cure hysteria. We approach the battlefield of 1914–18.—11¼ m. (19 km.) **Munster** (*Grand-Hôtel*, R. 12–50 fr., L. or D. 20 fr.; *de la Cigogne*), a cheese-making town (3765 inhab.) at the confluence of two arms of the Fecht, owes its name to a Benedictine abbey founded here in 634 by Oswald, a disciple of St. Gregory. It became a free Imperial city and afterwards a republican community and Protestant stronghold. In 1915 the French worked their way down the slopes of the 'Kleintal' from the Schlucht towards Munster, which remained in German hands and was much bombarded. The Hôtel de Ville dates from 1550; a surviving wing of the abbot's palace is under restoration.

The tramway from Munster to (7 m., 11 km.) *La Schlucht* (p. 196) has been suspended since the War. The carriage-road (10½ m., 17 km.; motor service thrice daily in summer only, 10 fr.), crossing the former front near *Stosswihr* (Stossweier), ascends in sweeping curves through pine-forests (splendid views).—The *Hohneck* (p. 203) is ascended from Munster in 3½ hrs., the *Kahlerwasen* (4071 ft.; *View) in 3 hrs.

Beyond Munster **the line ascends the 'Grosstal' of the Fecht**, where ruined villages witness to the battles of 1915.—13 m. *Luttenbach*.—13¾ m. *Breitenbach*.—15½ m. (25 km.) **Metzeral** (1178 inhab.; inn), the present terminus of the railway, was captured by the French in house-to-house fighting in July–Aug. 1915, and almost destroyed (now rebuilt), together with the neighbouring villages of *Sondernach* and *Landersbach*. The *Hohneck* (4462 ft.; p. 203) may be ascended from Metzeral in 3½ hrs., and the *Schnepfenriedkopf* (4111 ft.; *View) in 2¾ hrs.

From Colmar to Neuf-Brisach (Freiburg), 11 m. (18 km.), railway in 25 min. The line runs E. to the Rhine.—11 m. (18 km.) **Neuf-Brisach** (French customs; *Hôt. du Soleil*), formerly *Neu-Brisach*, is a fortress (2100 inhab.) built by Vauban to guard the left bank of the river. The railway goes on S. to (26½ m., 43 km.) *Bantzenheim* (p. 244), and E. to (27¼ m., 44 km.) *Freiburg*, in Baden.

Branch railways connect Colmar with (13¾ m., 22 km.) *Marckolsheim* (p. 230) viâ (3 m., 5 km.) *Horbourg*, and with (21¾ m., 35 km.) *Bollwiller* (p. 240).

Beyond Colmar the foothills of the Vosges are well seen on the right.—43½ m. *Eguisheim*, a picturesque old town with a restored castle, lies at the foot of a rocky height (1939 ft.) on which are the *Trois Tours*, or *Drei Exen*, ruined strongholds of the 11–12th cent., destroyed in 1466. Pope Leo IX (1048–54) belonged to the family of Eguisheim (Egisheim), by whom they were built.—45¼ m. *Herrlisheim*. The old fortified village of *Gueberschwihr* or *Geberschweier*, 2 m. S.W. (omnibus), has a restored 11th cent. church.—49 m. (79 km.) **Rouffach** (*Hôt. de l'Ours-Noir*; *de la Gare*), another ancient town (3844 inhab.), was the birthplace of Marshal Lefebvre (1755–1820), a miller's son who became Duke of Danzig and whose wife was the original of Sardou's 'Madame Sans-Gêne.' The church of *St-Arbogast* has an octagonal belfry tower, and contains some good sculptures. The modern château of *Isembourg*, conspicuous above the town, is built on the site of a Merovingian fortress.

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About 5 m. W. (bus three times daily) is *Soultzmatt* or *Sulzmatt* (inns), with mineral springs.—Motor-bus to *Guebwiller*, see below.

The railway now begins to recede from the mountains as it approaches Mulhouse.—56½ m. (91 km) *Bollwiller*, or *Bollweiler*, has a moated feudal castle, and extensive nursery gardens.

FROM BOLLWILLER TO LAUTENBACH, 8¾ m. (14 km.), railway in ¾ hr. The line runs N.W., ascending the pretty valley of the *Lauch*.—3 m. *Soultz* or *Sulz* (Hôt. des Deux-Clefs; Hodel), a small industrial town (4570 inhab.) deriving its name from saline springs, has a 13–14th cent. parish church and several old houses. It was bombarded in 1915 in the course of the struggles for the **Hartmannsweilerkopf** (3140 ft.), which rises to the S.W. and may be ascended in 3 hrs. (numerous war monuments). The Hartmannsweilerkopf (in French, *Hartmannswillerkopf* or *Vieil Armand*), an important artillery position which changed hands repeatedly but remained with the French (1915–18), has been called the 'sacred mountain of Alsace.'—5 m. (8 km.) **Guebwiller** (*Hôt. de l'Ange*; *Grand Ballon*; R. from 15 fr., L. or D. 15 fr.), German *Gebweiler*, is an important industrial centre (11,634 inhab.) noted also for its wines. The former parish church of *St-Léger*, a Romanesque and Transitional building, was unhappily injured in the bombardment of 1915. The Gothic *Dominican Church*, now a concert-hall, was begun in 1312, and *Notre-Dame*, the present parish church, dates from 1766. Ascent of the Ballon de Guebwiller, see below. Motor-buses run three times daily to *Rouffach* (p. 239) and to *Cernay* (p. 243).—6¾ m. *Buhl*. About 2½ m. to the W. are some remains of the Romanesque church (10–11th cent.) of the *Abbey of Murbach*. This celebrated abbey, founded by St. Pirmin in the 8th cent., enjoyed great wealth and splendour in the middle ages; its abbots were princes of the Holy Roman Empire, and none but members of noble families were admitted as monks. When the abbey was secularized in 1674, the monks established a chapter at Guebwiller.—8¾ m. *Lautenbach* (1300 ft.; Hôt. de la Gare) has a Romanesque church with a remarkable contemporary porch and a carved pulpit ranking among the best works of the Rhenish school of the 17th century. Here also the bombardment of 1915 caused much damage.

The ***Ballon de Guebwiller** or *Grosser Belchen* (4679 ft.), the highest mountain in the Vosges, which rises from a spur on the E. of the principal chain, may be ascended from Lautenbach in 3¾ hrs., viâ (2½ hrs.) the *Lac du Ballon* or Belchensee. From the summit (châlet-hotel and view indicator) the Alsatian plain and the Black Forest are seen, and the Jura and Alps may be made out in clear weather. This mountain was held by the French in 1914–18. It is much frequented in winter by ski-runners. Descent to *Willer*, see p. 243.

Beyond Bollwiller the Hartmannsweilerkopf (see above) is seen on the right; at its foot are several ruined villages, and behind it rises the Ballon de Guebwiller.—Near (59½ m.) *Wittelsheim* we enter the potash minefield of Alsace, greatly developed during and since the War. The deposits were discovered in 1904 at a depth of 2000 ft. in the course of boring for coal beneath the forest of Nonnebruch, and the field now covers the whole district between the Vosges and the Rhine, from Colmar to Mulhouse. Various chemical and dyeing industries are likewise springing up here.—64 m. *Lutterbach*, junction for Thann and Massevaux, see p. 243.—65¾ m. *Dornach* (Hôt. Wolff) is an industrial suburb of Mulhouse.

67¾ m. (109 km.) **Mulhouse**, and thence to (88¾ m., 143 km.) **Basle**, see Rte. 48A.

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48. FROM BELFORT TO BASLE

The quickest route is viâ Mulhouse, but the route viâ Delle, which passes through the N. parts of the Jura, is more picturesque.—Central European time, observed by the Swiss railways, is 1 hour in advance of French (W. European) time. Switzerland does not keep summer time.

A. Viâ Mulhouse

RAILWAY, 51¼ m. (83 km.) in 1¼–2¼ hrs. (c. 37 fr. 40, 25 fr. 25, 16 fr. 45 c.); to *Mulhouse*, 30½ m. (49 km.) in ¾–1¼ hr. (22 fr. 5, 14 fr. 90, 9 fr. 70 c.). Carriages are sometimes changed at Mulhouse. Luggage registered to Basle or beyond is examined at Basle. There is no free allowance of luggage on the railways of Alsace-Lorraine.

ROAD, see p. 179.

Belfort, see p. 183. We cross the Savoureuse and diverge to the left from the line to Delle (see p. 244).—8 m. *Petit-Croix* (buffet) was the former French customs station. The railway crosses the St-Nicolas and enters Alsace. Beyond (8½ m.) *Montreux-Vieux* the line passes over two viaducts which were blown up by the Germans in Aug. 1914 and reopened only in 1920.—14¼ m. (23 km.) *Dannemarie*, formerly *Dammerkirch*, lay within the narrow strip of Alsace (then German territory) which was occupied and administered by the French throughout the War. It was bombarded in 1914–15.

A branch-line runs S. to (14¼ m., 23 km.) *Bonfol*, a Swiss frontier station, viâ the valley of the Largue. Thence another branch runs to (6¾ m., 11 km.) *Porrentruy* (p. 244).

The line crosses another viaduct, near the front of 1914–18. —15½ m. *Ballersdorff*.—We descend into the valley of the Ill, with a good view of Altkirch on the right.—19¾ m. (32 km.) **Altkirch** (3603 inhab.; *Hôt. de la Tête-d'Or*), on the right bank of the Ill, grew up around a priory and became a chief town of the old German *Sundgau*. It was temporarily occupied during the French raid into Alsace at the outset of the War (Aug. 7–11th, 1914). The modern church is roofed with glazed bricks (' briques d'Altkirch ') in lozenge formation.

A branch-line ascends the valley of the Ill, viâ (9¼ m.) *Waldighoffen*, whence another branch runs to (13¼ m., 22 km.) *St-Louis* (p. 244), to (15 m., 24 km. S.E.) *Ferrette* (Hôt. de New-York; de la Cigogne, R. from 10 fr., L. 12, D. 9 fr.), German *Pfirt*, an ancient little town, picturesquely situated on the N. slopes of the Alsatian Jura. The ruined castle (view) above the town was the seat of the counts of Pfirt, who were the chief mediæval lords of Upper Alsace.—AUTOCARS to Besançon and to Mulhouse, see p. 265.

We descend the industrial valley of the Ill, where several villages were laid in ruins in 1914–15.—24¼ m. *Illfurth*; 28 m. *Brunstatt*, a suburb of Mulhouse.

30½ m. (49 km.) **MULHOUSE** (99,091 inhab.), in German *Mülhausen*, is the industrial capital of Alsace and one of the chief factory towns in France, noted especially for its cotton prints and hardware. It is situated on the canalized river Ill in the Alsatian plain, midway between the Vosges and the Rhine, and has a busy port on the Rhône and Rhine Canal, to the E. The town is thoroughly French in character.

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Hotels. Hôt. du Parc (Pl. a; B 4), Rue de la Sinne and Rue du Havre, R. 30–120 fr., L. 22, D. 25 fr.; National (Pl. b; C 4), 18 Rue du Sauvage, R. 15–45 fr., L. or D. 14–18 fr.; Bristol, Faubourg de Colmar, R. 15–60 fr., L. or D. 13–20 fr.; de l'Europe (Pl. c; B 4), Rue Paul Déroulède, R. 12–40 fr., L. or D. 13 fr.; de la Bourse, Rue de la Bourse (Pl. C 5), R. from 12 fr.; de Paris, 5 Passage de l'Hôtel-de-Ville (Pl. B 4), R. from 12 fr.; de Famille, 8 Rue de l'Arsenal, R., L., or D. 10 fr.; etc.

Restaurants at the hotels. Also *Rest. aux Galeries*, 54 Rue du Sauvage. —Cafés. *Moll*, Av. de la Paix; *de la Paix*, Av. de Modenheim; *de l'Odéon*, Place du Nouveau-Quartier.

Post Office (Pl. B, C 5), Rue Jean-Jacques-Henner.—Syndicat d'Initiative, 7 Av. du Maréchal-Foch.

Conveyances. Cabs and Motor-Cabs (ask for tariff).—Tramways to *Dornach*, *Bourtzwiller*, *Faubourg d'Altkirch*, etc.—Autocars ply in summer four times weekly in 2¼ hrs. viâ Thann to the *Ballon d'Alsace* (32 fr.; return 55 fr.); thric weekly viâ the Ballon d'Alsace to *Belfort* in 9½ hrs. (68 fr.); and thrice weekly viâ La Schlucht to *Colmar* in 9¾ hrs. (74 fr.).—Autocars of the 'Route du Jura' (P.L.M.) run on Mon., Thurs., and Sat. from July to Sept. viâ Altkirch, Porrentruy, Malche, and Grâce-Dieu to *Besançon* in 10¼ hrs. (75 fr., return 125 fr.; shorter stages 60 c. per km.).

History. Mulhouse (*Mühle Haus* or mill-house), after being ruled in turn by the bishops of Strasbourg (11–12th cent.) and by the house of Austria (1261), became a free imperial city under the emperor Wenceslas (1397). Its citizens constituted a 'bourgeoisie fermée' which several times defended the town against the bellicose nobles of Alsace. In 1648, when the treaty of Westphalia gave the greater part of Alsace to France, the little republic of Mulhouse was added to the Swiss Confederation, with which it had already made an alliance; but in 1798 it voluntarily rejoined France. In 1871 it passed to Germany.

Mulhouse was temporarily liberated on Aug. 8th, 1914 by the raid of Gen. Bonneau's French army into Alsace; but it could not be held against large German reinforcements, and was given up on the 10th. A second advance brought Gen. Pau to the outskirts of the town (Aug. 20th), but the French reverses farther N. compelled another retreat. During the War the Germans ruled this part of Alsace as hostile territory (comp. p. 243). The French re-entered amid rejoicings on Nov. 17th, 1918.

The industrial and scientific collections of the *Société Industrielle*, 6–12 Rue de la Bourse (Pl. B 3), and in the *Musée Technologique* (Pl. B 4), Rue Guillaume-Tell, are of great interest to trade and other specialists.

The Musée (Pl. C 5; open 9–12 and 2–4 or 5; adm. 2 fr., free on Sun. and Thurs. afternoons), in the Rue Jean-Jacques-Henner, across the canal from the station (Pl. B 5), contains interesting relics of the ancient free city of Mulhouse and paintings of the modern French school. Thence the Avenue du Maréchal-Foch leads to the *Place de la République* (Pl. B, C 4), the centre of the modern town, beyond which we follow the Rue du Sauvage, with the principal shops, to the Place des Victoires. Thence the Rue Mercière leads left to the Hôtel de Ville.

The **Hôtel de Ville** (Pl. B 4), the only notable relic of old Mulhouse, is a two-storied building of 1552 covered with curious mural paintings (several times restored), originally the work of Christian Vacksterffer of Colmar. There is an exterior covered stairway, and the style throughout is a blend of the Gothic with the German Renaissance. On the S.W. front hangs a reproduction of the *Pierre des Bavards* or 'gossips' stone,' carved in the shape of a head; the original is in the Musée (see above). Persons convicted of slander or backbiting were condemned to perambulate the town with this stone round their necks on a market or fair day; it was last used in 1781.—The large *Temple Allemand*, a few paces

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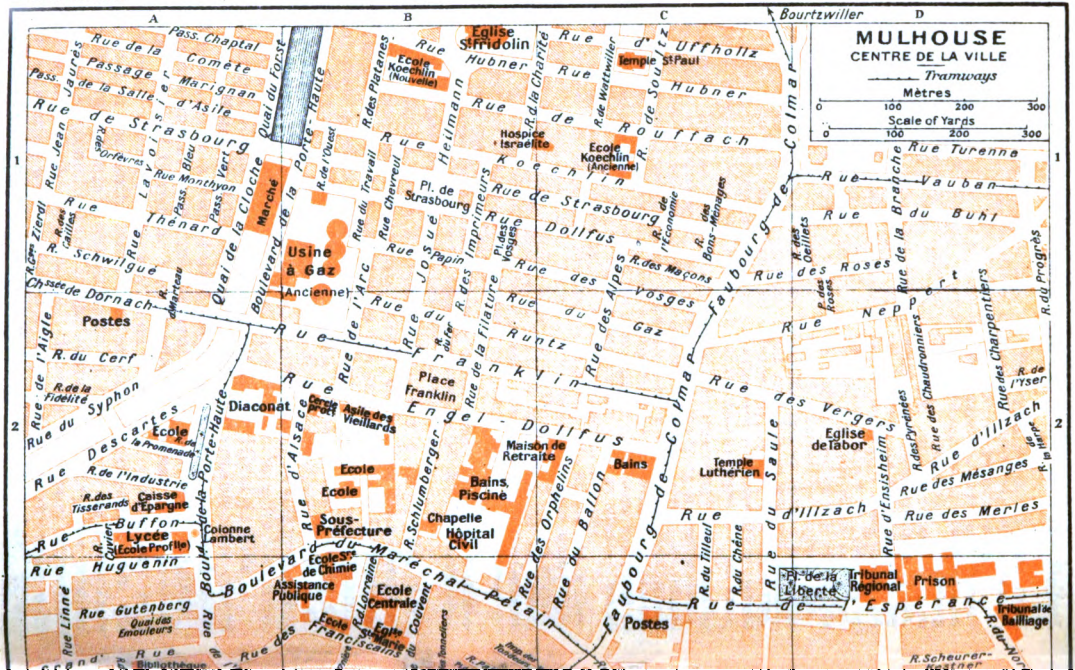

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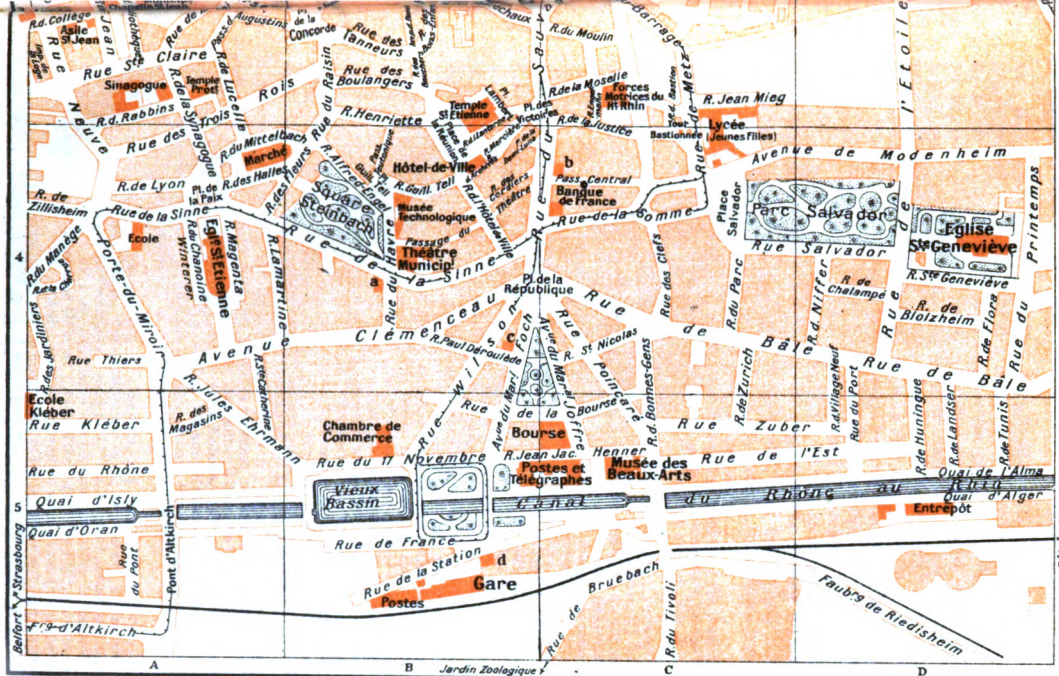
Rue Claire
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Rue des Trois Rois
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Rue des Boulangers
Rue du Raisin
Rue Neuve
Rue des Juifs
Rue des Frères
Rue du Mittelbach
Rue de Lyon
Rue de la Sinne
Rue de Zillisheim
Rue du Manège
Rue des Jardiniers
Rue Thiers
Rue Kléber
Rue du Rhône
Quai d'Isly
Quai d'Oran
Rue du Pont
Pont d'Altkirch
Fg d'Altkirch
Rue de Strasbourg
Rue de Belfort
Rue de la Chaîne
Rue de la Synagogue
Rue de Lucelle
Rue de Lorette
Rue Augustine
Rue de la Concorde
Rue Henriette
Rue de la Justice
Rue de la Moselle
Rue du Moulin
Rue de la Sauer
Rue du Barrage
Rue de Metz
Rue de la Commune
Rue de la Somme
Rue de la Sinne
Rue du Havre
Rue Clémenceau
Rue Wilson
Rue de Bâle
Rue du Parc
Rue des Clefs
Rue de Chalampé
Rue de Bloizheim
Rue de Flora
Rue du Printemps
Rue de Tunis
Rue de Landser
Rue de Huningue
Rue du Port
Rue de l'Est
Rue Zuber
Rue de la Bourse
Rue du 11 Novembre
Rue de France
Rue de la Station
Rue de Bruebach
Rue du Tivoli
Rue de la Synagogue
Rue des Halles
Rue de la Paix
Rue de la Chaîne
Rue Chanoine Winterer
Rue Catherine
Rue des Magasins
Rue Ehrmann
Rue Jean Mieg
Rue Salvador
Rue de la Chaîne
Rue de la Bourse
Rue Henner
Rue de la Poincaré
Rue du Marché aux Poissons
Rue du Marché aux Chevaux
Rue du Maire Koch
Rue du Bourgmestre
Rue du Bourgmestre Gens
Rue du Bourgmestre Knoll
Rue du Bourgmestre Winterer
Rue du Bourgmestre Ehrmann
Rue du Bourgmestre Zuber
Rue du Bourgmestre Henner
Rue du Bourgmestre Jean Mieg
Rue du Bourgmestre Salvador
Rue du Bourgmestre Clémenceau
Rue du Bourgmestre Wilson
Rue du Bourgmestre Bâle
Rue du Bourgmestre Printemps
Rue du Bourgmestre Tunis
Rue du Bourgmestre Landser
Rue du Bourgmestre Huningue
Rue du Bourgmestre Port
Rue du Bourgmestre Est

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W., is a sober but graceful modern building with remarkable stained-glass windows of the 14th cent. (removed for safety in 1915). There is an extensive view from the tower (apply to the sacristan, 1 bis Impasse des Cordiers). In the Place Lambert at the N. end are one or two old houses; No. 1 was the birthplace of *Jean Henri Lambert* (1728–77), the astronomer. In the Grand' Rue is the *Chapelle St-Jean* (Pl. A 3), the church of the old commandery of the Knights of St. John of Jerusalem, now converted into a lapidary museum (open 2–4; 30 c.; free mid-April to mid-October).

The CITÉS OUVRIÈRES, to the N.W. of the town, were built in 1853–54 to enable workmen to acquire their own houses by payment of rent for a limited period, and have their own baths, laundries, bakeries, etc. The model dwellings have been partly invaded by middle-class tenants.

To the S.E. of Mulhouse (tramway) rise the wooded heights of the *Tannenwald* (1100 ft.), with a zoological garden.—The village of *Bourtzwiller*, to the N. of the town (tramway), was partly burned by the Germans on Aug. 9th, 1914, and six of the villagers were shot (monument).

FROM MULHOUSE TO WESSERLING AND KRUTH, 23¼ m. (38 km.), railway in 1½–1¾ hr. (11 fr. 55, 7 fr. 55 c.); motor-omnibus service in summer (1½ hr.), continuing the journey to Belfort and Besançon. From Mulhouse to (3¾ m.) *Lutterbach*, see p. 240. Beyond this we traverse the partly sterile *Ochsenfeld*, or Champ des Bœufs, a legendary battlefield, now a centre of the potash-mining industry (comp. p. 240).—9½ m. *Cernay* (inns), in German *Sennheim*, a small industrial town (6061 inhab.) on the *Thur*, stood just behind the German front of 1915–18 and was partly laid in ruins. The Hartmannsweilerkopf (p. 240) rises to the N. Railway to Sewen, see below. Motor-bus to Guebwiller (p. 240) four times daily.—We ascend the picturesque valley of the Thur.

13 m. (21 km.) **Thann** (*Hôt. du Parc*, R. 15–30 fr., L. or D. 18 fr.; *Moschenross*; *de la Gare*), an industrial town (6610 inhab.) delightfully situated on the Thur, was taken by the French in Aug. 1914, and became the administrative centre of 'reconquered Alsace.' It was bombarded at intervals, but the fine Gothic church of **St-Thiébault*, with its richly sculptured portals and delicate open-work spire (1516), escaped almost uninjured. Above the town are the ruins of the feudal castle of *Engelbourg*, one of whose towers was blown up in 1674 by Turenne and lies entire on its side like a barrel.—Motor-coaches from Mulhouse to the Ballon d'Alsace and to Colmar run viâ Thann; see p. 242.—15 m. *Bitschwiller* (2023 inhab.) is connected with (6 m. S.W.) *Massevaux* (see below) by a mountain road ('Route Joffre'), the work of military engineers.—16 m. *Willer*, in German *Weiler-bei-Thann*, is a textile village from which the Ballon de Guebwiller (p. 240) may be ascended in 3¼–3¾ hrs. by well-marked paths.—17½ m. *Moosch*.—18¾ m. *St-Amarin*, an old town (1934 inhab.), likewise at the foot of the Ballon.—20¼ m. (33 km.) **Wesserling** (*Hôt. du Bœuf Rouge*, R. 12–20 fr.; *de la Gare*), a picturesque factory town (1059 inhab.), is built around a moraine, on which stands a château of 1780. The Glattstein or 'Pierre Lisse' is another witness to the glacial period. From Wesserling to *Bussang*, see p. 207.—21 m. *Fellering*, at the foot of the Grand-Drumont (p. 206).—22½ m. *Oderen*.—23½ m. (38 km.) *Kruth* lies at the foot of the Col d'Oderen, leading to Cornimont (p. 205). About 4 m. farther up the valley is *Wildenstein* (Hôt. du Soleil), at the foot of the Col de Bramont, leading to La Bresse (p. 206).

FROM MULHOUSE TO MASSEVAUX AND SEWEN, 26¾ m. (43 km.), railway in 2–2½ hrs. (13 fr. 10, 8 fr. 50 c.). From Mulhouse to (9¼ m.) *Cernay*, see above.—We traverse the Ochsenfeld (see above).—12½ m. (20 km.) *Aspach*, a ruined village, was fiercely contested in 1914–15.—We enter the picturesque valley of the *Doller*.—21¾ m. (35 km.) **Massevaux** (*Hôt. de l'Aigle-d'Or*; *du Lion-d'Or*), in German *Masmünster*, a town of 2964 inhab., grew up around an abbey founded in the 8th century. This afterwards became a chapter of noble ladies, where the empress Catherine of Russia received part of her schooling. Little remains of the abbey buildings and town-walls. Road to Bitschwiller, see above.—23 m. *Sickel*

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24½ m. *Kirchberg-Wegscheid*, at the foot of the *Baerenkopf* (3516 ft.; *View), favoured in winter by ski-runners.—25½ m. *Oberbruck-Dollern*.—26¾ m. (43 km.) **Sewen** (642 inhab.; *Hôt. de la Couronne*), at the confluence of two branches of the Doller, has a Gothic church with a 13th cent. tower. This is the approach from the Alsatian slope to the *Ballon d'Alsace* ('Route Joffre'; comp. p. 207; ascent in 2½–3 hrs.). To the N. is the Col des Charbonniers (p. 207).

From Mulhouse to Mülheim (Freiburg), 13¾ m. (22 km.), railway in ¼ hr. The line runs E. beside the Rhône and Rhine Canal.—9¼ m. *Bantzenheim* is the station for (2 m. S.) *Ottmarsheim*, with an interesting octagonal church, a replica in miniature of the cathedral of Aix-la-Chapelle. Railway to *Neuf-Brisach*, see p. 239.—We cross the Rhine to (13¾ m., 22 km.) *Mülheim* (German customs; Hôt. Bahnhof), noted for its Markgräfler wines.—The line goes on to (31¾ m., 51 km.) *Freiburg*, in Baden.

Light railways run from Mulhouse to (5 m., 8 km.) *Wittenheim*, a potash-mining centre, and to (10½ m., 17 km.) *Ensisheim* (Hôt. de la Couronne), an ancient town of 2537 inhab. with a Hôtel de Ville of 1525.

From Mulhouse to *Colmar* and *Strasbourg*, see Rte. 47.

Beyond Mulhouse the line to Basle runs S.E.—34¾ m. *Habsheim* (Hôt. de la Couronne), once fortified, has a Renaissance Hôtel de Ville.—40¼ m. *Sierentz*, an industrial village, was a residence of the Carlovingian kings.—47 m. (76 km.) **St-Louis** (*Hôt. Simon*; *St. Louis*; *de la Gare*), an industrial centre (5558 inhab.), is the last French station. About 2 m. N.E. is *Huningue* (Hunzinger), a former fortress (3685 inhab.) bravely defended in 1799 and 1815.—We enter Switzerland.

50½ m. (83 km.) **Basle**, see below.

B. Viâ Delle

Railway, 62¾ m. (101 km.) in 4¼ hrs. (c. 45 fr. 50, 30 fr. 70 c., 20 fr.). Carriages are changed at Delle, where the Swiss railway begins. Hand-luggage is examined at Porrentruy, but luggage registered to Basle or beyond is examined at Basle.—The through expresses from Paris to *Berne* viâ Belfort take this route as far as Delle (comp. Rte. 55).

Belfort, see p. 184.—We cross the *Savoureuse* and follow its valley for some distance, but beyond (8 m.) *Bourogne* we enter the attractive valley of the *Allaine*.—13¾ m. (22 km.) **Delle** (*Buffet*; *Hôt. du Nord*), with the French customs station, has a stone cross of 1551 and a church of 1573 and 1709. Railway to *Montbéliard*, see pp. 280–281.

Entering Switzerland we continue to ascend the narrowing valley of the Allaine, crossing the river several times.—21 m. (34 km.) **Porrentruy** (*Buffet*; *Hôt. du Cheval-Blanc*), German *Pruntrut*, with the Swiss customs station, belonged to France until 1815. The town (6358 inhab.) lies on the right bank of the Allaine, and on the left bank is the picturesque old palace of the prince-bishops of Basle.—For the picturesque route thence through the Jura to Basle, see the *Blue Guide to Switzerland*.

62¾ m. (101 km.) **Basle** (*Buffet*; *Grand-Hôtel*; *Victoria et National*; *Univers*; *Schweizerhof*, etc.), French *Bâle*, German *Basel*, on the Rhine, see the *Blue Guide to Switzerland*.

From Basle to *Paris*, see Rte. 38; to *Strasbourg*, see Rte. 47.

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V. BURGUNDY, FRANCHE-COMTÉ, AND THE JURA

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This region of France is traversed by the principal tourist routes from Paris to Switzerland, the Mediterranean coast, and Italy.

Burgundy (Fr. *Bourgogne*). "Of all geographical names," remarks Freeman, "that which has changed its meaning the greatest number of times is the name of Burgundy." What is now known as Burgundy corresponds to the powerful mediæval duchy which had Dijon for its capital, including the modern departments of Côte d'Or, Yonne, Saône-et-Loire, and Ain. When Cæsar conquered this region in 59–50 B.C. it was the country of Vercingetorix and the Ædui. The name Burgundy appears first with the advent of the *Burgundii* or *Burgundiones*, who in the 5th cent. established a kingdom between the Aar and the Rhône, afterwards absorbed in the Frankish empire. The Burgundian kingdom re-emerged in the 9th cent., and c. 900 Upper Burgundy (N.W. Switzerland) and Lower Burgundy (Franche-Comté and Provence) were united in the short-lived kingdom of Arles. Meanwhile the duchy of Burgundy had become a fief of the French crown, and in 1363 it fell to Philip the Bold (1342–1404), who acquired Flanders, Artois, and Franche-Comté by marriage. Philip the Good (1396–1467) added Hainault, Brabant, and Holland to the duchy; but the ambition of his son Charles the Bold (1433–77) to found a great Gallo-Belgian kingdom was frustrated by his fall at Nancy (p. 164). The duchy reverted to the French crown, while Charles's other possessions passed to the German empire and under the Archduke Maximilian formed the 'Circle of Burgundy' (1512).—During the civil strife in France in the 15th cent., the Burgundian faction supported Henry V of England against Charles VI, and more or less represented the popular party as opposed to the aristocratic party, represented by the Armagnacs. The successes of Joan of Arc induced Philip the Good, in 1453, to unite his interests with those of France.

Burgundy is celebrated for its full-bodied wines, the choicest of which (Clos-Vougeot, Chambertin, Pommard, Volnay, Beaune) are grown in the department of Côte-d'Or (Upper Burgundy), on the slopes of a range of hills where the vineyards ('clos') enjoy the full rays of the sun. Some white wines, notably Montrachet and Chablis, are grown in the department of the Yonne (Lower Burgundy); and the wines of the Mâconnais, in the Saône-et-Loire, are likewise esteemed.—In architecture the Burgundian Gothic style, which is strongly marked, resembles the English Gothic in many respects; among notable churches are the cathedrals of Sens, Auxerre, and Autun, and the basilica of Vézelay.

Franche-Comté, a former province lying between Burgundy and the Jura, was originally a fief of the kingdom of Burgundy, with Dôle as capital, and acquired its title of the 'free countship' during an effort to throw off the yoke of Lothair. Frederick Barbarossa bestowed it upon his third son Otto in 1185 and made Besançon a free imperial city. The countship afterwards followed the fortunes of Upper Burgundy, with which it passed for a time to the Spanish crown under the Emperor Charles V. In 1668 it was conquered by Condé for Louis XIV in a fortnight; and in 1674 it became a French province, which in turn was broken up at the Revolution into the departments of the Haute-Saône, Jura, Doubs, and part of the Ain. The winding valley of the Doubs lies almost wholly within the Franche-Comté, and is one of its most beautiful natural features.—Salt is extensively mined.

For the **French Jura**, with its mountain scenery and excursions, see Rte. 59.

AUTOCAR 'CIRCUITS.' The P.L.M. Railway arranges in summer extensive circular tours by autocar from *Avallon* (p. 261), *Dijon* (p. 277), *Besançon* (p. 284), and *Salins* (p. 287).

49. FROM PARIS TO DIJON

RAILWAY, 195¼ m. (315 km.) in 4¼–5½ hrs. (141 fr. 90, 95 fr. 80, 62 fr. 45 c.); to *Sens*, 70 m. (113 km.) in 1¾–2 hrs. (50 fr. 90, 34 fr. 35, 22 fr. 40 c.). Trains start from the Gare de Lyon.

ROAD, 193¾ m. (312 km.).—20½ m. (33 km.) *Corbeil*.—31 m. (50 km.) ***Melun*** (see below).—49 m. (79 km.) *Montereau* (see below).—71½ m. (115 km.) **Sens** (p. 247).—98 m. (158 km.) *St-Florentin* (p. 251).—115½ m. (186 km.) **Tonnerre** (p. 252).—143½ m. (231 km.) *Montbard* (p. 253).—163½ m. (263 km.) *Vitteaux* (p. 254).—193¾ m. (312 km.) **Dijon** (Rte. 52).

Paris, see Rte. 6. Thence viâ (28 m.) *Melun* to (49 m., 79 km.) *Montereau-faut-Yonne*, see the *Blue Guide to Paris*.—

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Beyond Montereau the line ascends the valley of the Yonne, passing (55¾ m.) *Villeneuve-la-Guyard* and (63¼ m.) *Pont-sur-Yonne*, which has an interesting 12–15th cent. church.

70 m. (113 km.) **SENS** (pron. *Sanss*), an ancient town (15,896 inhab.) and the seat of an archbishop, lies on the right bank of the Yonne near its confluence with the Vanne. Pleasant promenades on the site of the old walls encircle the town, in which the two principal streets intersect at right angles.

Railway Stations. *P.L.M. Station* (Pl. A 2; buffet), for Paris and Dijon, with the Égreville tramway station adjoining; *Sens-Est*, beyond Pl. C 1.

Hotels. Hôt. de Paris (Pl. a; C 2), Rue de la République, R. 14–75 fr., L. or D. 20 fr.; de l'Écu (Pl. b; C 2), Rue de la République; de la Gare (Pl. c; A 2), Place de la Gare; de Bourgogne (Pl. d; C 2), R. from 12 fr., L. or D. 13 fr.

Post Office (Pl. B 2), 19 Rue de l'Écrivain.—Syndicat d'Initiative, at the Hôtel-de-Ville.

Autocar to *Meaux* daily in 3¼–4 hrs. viâ Provins (41 fr.).

History. Sens, known in antiquity as *Agedincum* or *Agendicum*, was the chief town of the Senones, the powerful Gallic tribe to which Brennus, who captured Rome in 390 B.C., belonged. Christianized in the 3rd cent. by its first bishop, the martyred St. Savinian, and his disciple St. Potentian, it became the seat of a wide-spread archbishopric, to which even Paris was suffragan until 1627. In 1140 the council at which St. Bernard secured the condemnation of the doctrines of Abelard (p. 169) met here; and in 1234 Louis XI was married to Margaret of Provence in the cathedral. During the wars of religion the citizens were enthusiastic supporters of the League. In 1814 the town was occupied by the Russians and in 1870–71 by the Germans.—William of Sens (see below) and Fauvelet de Bourrienne (1769–1834), secretary of Napoleon I, were natives of Sens. Here Thomas Becket spent part of his exile (comp. p. 251), and Marivaux (1688–1763), the poet, lived for some years in the town.

The Rue Vauban leads E. from the station (Pl. A 2) across the Ile d'Yonne, on which is the interesting 12–16th cent. church of *St-Maurice* (Pl. B 2), and is continued by the narrow Grande-Rue, which traverses the whole length of the old town and is intersected midway by the Rue de la République. To the N. (left) in the latter is the Place de la République, overlooked by the ***Cathedral** (*St-Étienne*; Pl. C 2), the earliest Gothic cathedral in France, coeval with the choir of Suger's basilica at St-Denis.

The present structure was begun about 1130 by Archbp. Henri Sanglier, and, after alterations in the 13th and 14th cent., was completed in 1490–1520. It is of especial interest because several of its features were reproduced at Canterbury by William of Sens, the architect to whom the rebuilding of the E. end of the great English cathedral was entrusted in 1175.

Exterior. The **West Front* is in three divisions, corresponding to the nave and aisles within. The rich sculptured decoration of the three portals was ruthlessly mutilated in 1793, with the exception of the figure of St. Stephen on the main pillar of the central portal, which was protected from destruction by the words 'La Loi' engraved on the book held by the saint. The sculptures of this central doorway date from the end of the 12th cent., except the tympanum (legend of St. Stephen), which is of the 14th. The colossal statues above the fine window over the door are modern. The N. portal has two 12th cent. reliefs and a tympanum with the

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legend of St. John the Baptist. In the S. portal (14th cent.) are 22 statuettes of prophets, and, in the tympanum, the Death, Burial, Assumption, and Coronation of the Virgin.—The *S. Tower* (240 ft.), or 'Tour de Pierre,' is mainly of the 14th cent. though it was not completed until 1535. The *N. Tower* is known as the 'Tour de Plomb' from its former leaden covering, destroyed in 1845.—The richly decorated *Transeptal Portals*, by Martin Chambiges, date from 1490–1513.

Interior. The *Stained Glass throughout the church is worthy of special note. The wide NAVE is supported by piers alternating with coupled columns. On the first pier to the left is a small head, popularly regarded as a portrait of Jean du Cognot, a 14th cent. lawyer. The beautiful altarpiece farther on on the same side dates from a tomb of 1515.—The TRANSEPTS have good stained glass of the early 16th century.—CHOIR. The four marble columns of the 18th cent. high-altar once formed part of the original monument to Louis XIV in the Place des Victoires at Paris.—AMBULATORY. On the N. side are the oldest *Windows, depicting the life of St. Thomas Becket, the legend of St. Eustatius, and the parables of the Prodigal Son and the Good Samaritan. A window on the S. side (legend of St. Eutropius) and one in the Chapelle du Sacré-Cœur (Augustus and the Sibyl) are attributed to Jean Cousin (p. 249). In the *Chapelle Ste-Colombe* (1st on the left of the choir; adm. on application) are the tomb of the Dauphin, father of Louis XVI, by Guillaume Coustou (1716–77), with figures of Religion, Immortality, Time, and Marital Love. Here are also reliefs from the destroyed tomb of Cardinal Duprat, archbishop of Sens (1525–35), and the fine kneeling statues (1636) of two other archbishops. In the *Chapelle de St-Thomas-de-Cantorbéry* is a 12th cent. statue, perhaps brought from the house occupied by Becket in 1164.

The TREASURY (adm. 9–11.30 and 1.30–6; small fee), to which we ascend by a staircase S. of the choir, contains many precious and interesting objects, including the vestments and mitre of Thomas Becket, the vestments of St. Edmund of Canterbury (p. 251), a carved ivory coffin (10th cent.), with the history of David and Joseph; a large tapestry of Judith and Ruth, on which appear the arms of Cardinal Wolsey; the enamelled 'Sainte Coupe' (12th cent.); the ring of St. Loup or Lupus, a 7th cent. archbishop who drove off the hordes of Clotair by ringing the great bell; etc.

To the S. of the cathedral is the 13th cent. *Officialité* (Pl. C 2) or *Palais Synodal*, restored in 1860 by Viollet-le-Duc, who was impelled, it is said, by admiration for its 6 magnificent windows. The exterior is adorned with 5 large statues.

On the ground floor is a *Museum* containing fragments from the cathedral and its monuments. The *Salle Synodale*, on the first floor, was formerly the archbishop's audience chamber; here Charles V assembled the Provincial Estates of Central France in 1367.

Behind the *Archbishop's Palace* (1510–65), which is separated from the Officialité by a vaulted passage with an attractive Renaissance doorway, stands the old *Seminary*, containing some fine 18th cent. wood-carvings.

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Facing a corner of the *Market* (Pl. C 2) is the *Hôtel de la Pointe* (inscription), erected by Card. de Bourbon in 1567. A little to the N. are a statue of Baron Thénard (1777–1857), the chemist, and the modern *Hôtel de Ville*.

On the other side of the Grande-Rue the Rue de la République leads S. to the quaintly carved **Maison d'Abraham* (16th cent.), adjoined by the *Maison du Pilier*, at the corner of the Rue Jean-Cousin, No. 8 in which is the *Musée Jean-Cousin* (Pl. C 3). This musée, in a 16th cent. house, with a pretty wooden exterior staircase in the garden-court, contains some sketches and drawings by Cousin and works and objects of local historical interest.—To the N., in the Rue Rigault (r.), is the church of *St-Pierre-le-Rond* (13–16th cent.) with good stained glass. Beyond, in the old Hôtel Vézou, is the **Musée** (Pl. C 2; open free on Sun. and Thurs., 1–4 or 5; other days on application).

In addition to its gallery of paintings and sculpture the musée contains, in Room 4 of the ground floor, a good collection of Gallo-Roman art, and in Room 3 of the first floor, a varied collection including a fine ivory *Diptych (2nd or 3rd cent.), used as a binding for the 'Office de l'Âne,' a 12th cent. missal possibly from the hand of Pierre de Corbeil, archbishop of Sens in 1191–1221; the 12th or 13th cent. 'Libellus Evangeliorum,' with bronze covers; a 9th cent. ivory seal; Napoleonic relics, etc.

On the boulevards at the S. end of the Rue de la République is (l.) a small square with a statue of Jean Cousin (see below) by Chapu. Thence, to the E., the Boulevard du Quatorze-Juillet follows the line of the old town-walls, of which an isolated tower and a postern of 1260 remain. From the Promenade du Jeu-de-Paume (Pl. D 2) the Rue d'Alsace-Lorraine leads to the church of *St-Jean* (13–17th cent.), in the grounds of the Hospital, to the right, possessing a fine 13th cent. apsidal chapel, a rare type of Burgundian Gothic; and, farther E., the ill-restored church of *St-Savinien* or *St-Pierre-le-Vief* with an 11–13th cent. belfry, a crypt (1001) with inscriptions, and an altar stone alleged to be that on which St. Savinian was celebrating mass at the time of his martyrdom.

About 1¼ m. N. of Sens is the *Abbaye de Ste-Colombe*, founded in the 6th cent., rebuilt in the 13th, and restored since its destruction in 1793, where Becket resided for four years after he quitted Pontigny (p. 251).—*Soucy*, 4½ m. N.E. of Sens, was the birthplace of Jean Cousin (c. 1500–89), painter and designer; and c. 3½ m. farther on is the picturesque Renaissance *Château de Fleurigny* (c. 1526), with a window by Cousin in the interesting chapel and a carved chimney-piece in the Salle des Gardes.

FROM SENS TO TROYES, 44 m. (71 km.), railway in 2½ hrs. (32 fr., 21 fr. 60, 14 fr. 5 c.).—8¾ m. *Theil-Cerisiers*. *Cerisiers*, 4½ m. S.E., has a 12th cent. church with a 13th cent. Templar's tomb.—16¾ m. *Villeneuve-l'Archevêque* (inn), founded in the 12th cent. by an archbishop of Sens, has an interesting 12–16th cent. church.—Cardinal de Bérulle (1575–1629), who introduced into France the Carmelite Order and the Institute of the Oratory, took his family name from *Bérulles*, a village 4½ m. S.E. of the station of (20½ m.) *Vulaines-Rigny*.—About 1 m. S.W. of (22 m.) *St-Benoît-sur-Vanne* is a reservoir from which the Aqueduc de la Vanne (97 m. long) supplies Paris with water.—25½ m. (41 km.) *Aix-en-Othe-Villemaur*. *Villemaur* (½ m. E.) has remains of old fortifications and some picturesque houses. The church (13–16th cent.), with a square slate-covered

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belfry, contains interesting wood-carvings. ***Aix-en-Othe*** (1753 inhab.; Hôt. du Commerce), 2½ m. S. of the station, has a fine Renaissance choir in its church.—44 m. (71 km.) *Troyes* see Rte. 36.

FROM SENS TO MONTARGIS, 38¼ m. (62 km.), railway in 1¾–3¼ hrs. (27 fr. 95, 18 fr. 85, 12 fr. 30 c.).—Beyond (3¾ m.) *Subligny-Villeroy* we climb to the well-watered plateau of the Gâtinais, famous for its honey.—16 m. (26 km.) *Courtenay* (1920 inhab.; Hôt. de l'Étoile) on the Clairis. A mansion of 1774 replaces the feudal castle of the Sires of Courtenay, descendants of Peter, 7th son of Louis the Fat, and heads of a renowned family, three scions of which were emperors of Constantinople in succession (1216–61).—24½ m. *Trigueres* (Hôt. de la Gare), with Roman remains and a church dating from the 12th cent., is a junction for Toucy (p. 321) and Clamecy (p. 259).—27¼ m. (44 km.) **Châteaurenard** (1112 inhab.; *Hôt. du Sauvage*), on the Ouanne, is named from the 10th cent. castle of Rainard, Count of Sens, now reduced to ruins. The castle chapel (11–13th cent.) is now the parish church; in one of the towers Anquetil, curé of Châteaurenard from 1766 to 1792, wrote part of his 'History of France.' The *Château de la Motte*, on the river bank, was built in 1609 by Louise, daughter of Admiral Coligny (p. 321).—38½ m. (62 km.) *Montargis*, see p. 320.

FROM SENS TO ÉGREVILLE, 25¾ m. (41 km.), light railway in 2 hrs. (14 fr. 60, 8 fr. 85 c.). The churches of (3 m.) *Nailly* and (8 m.) *Lixy* have interesting details.—10½ m. *Dollot-Vallery*. The 16th cent. château of ***Vallery*** belonged to the Condé family, and here the great Condé was brought up. The church (1612–24) contains the fine tomb of Henri II de Condé, its founder, and father of the great Condé.—25 m. (41 km.) *Égreville*, see p. 321.

Beyond Sens the line follows the left bank of the Yonne.—79½ m. (128 km.) **Villeneuve-sur-Yonne** (3321 inhab.; *Hôt. du Dauphin*; *du Commerce*) is approached from the station by a bridge partly of the 12th cent. and more than 200 yds long. The church of *Notre-Dame*, begun in 1240 and completed in four following centuries, combines traces of the influence of the Burgundian and Champagne schools. It has a partly Gothic nave and a Renaissance façade. The font at the entrance is of the 13th cent. and in the first side chapel on the right is a 14th cent. statue of Notre-Dame-des-Vertus. The town contains a number of picturesque houses. Of its old ramparts two Gothic gateways and a cylindrical keep survive. —*Dixmont* (6¼ m. E.) has an interesting 13th cent. church.—The 17th cent. *Château de Passy* (2½ m. N.) was an American hospital during the War.

Our railway passes (l.) the *Château de Palteau*, which belonged to the Chevalier de St-Mars, the gaoler of the 'Man in the Iron Mask,' who was confined here in 1698.—90½ m. *St-Julien-du-Sault* (1356 inhab.; Hôt. des Bons-Enfants), on the Ocques, has some interesting houses of the 15–16th cent. and a church with good stained glass.—The ruined *Château de Vauguilain*, ½ m. S., belonged to the archbishops of Sens.

90½ m. (146 km.) **Joigny** (*Modern' Hôtel*, R. 12–60 fr., L. or D. 22 fr.; *de la Poste*, R. 15–28 fr., L. or D. 15 fr.), probably of Roman origin and once the seat of a powerful line of counts, is a wine-growing town (6400 inhab.) on the right bank of the Yonne. The church of *St-Thibault* (16th cent.) contains a number of noteworthy tombs and statues, and in the sacristy are a Crucifixion attributed to Dürer and a St. Francis de Paul by Ribera. In the church of *St-Jean*, rebuilt in 1504–96 and restored and enlarged in 1856, is a 13th

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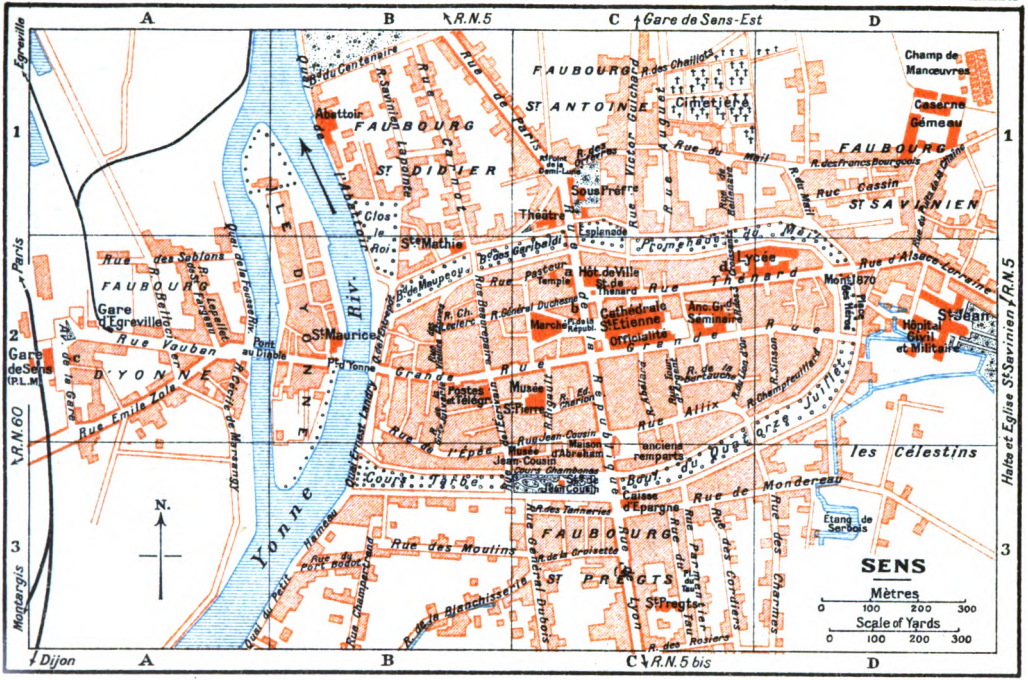
A
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R.N.5
Gare de Sens-Est
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Montargis
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Halte et Eglise St-Savinien
Abattoir
Pont du Centenaire
Quai de l'Abattoir
FAUBOURG ST DIDIER
Clos le Roi
Ste Mathie
Rue des Sablons
FAUBOURG
Gare d'Egreville
Rue Vauban
Gare de Sens (P.L.M.)
Ste Maurice
Pont au Diable
Pont de Tonne
Rue Emile Zola
Rue de la Gare
Rue de la Fausserie
Rue de Marcenay
DYONNE
Yonne
Rivière
Quai Jean Jaurès
Quai Lamblin
Quai de Petit Jard
Rue du Port Bodot
Rue des Moulins
Rue de Blanchisserie
Rue de Jaillot
Rue de Paris
Rue de la Croisette
Rue Victor Guichard
Rue du Cimetière
Cimetière
FAUBOURG ST ANTOINE
Rue des Chaillots
Rue du Mail
Champ de Manœuvres
Caserne Gémeau
FAUBOURG
Rue des Francs Bourgeois
Rue Cassin
ST SAVINIEN
Rue du Mail
Rue de la Chaise
Rue Sous Frère
Théâtre
Rue Espiénède
Promenade du Mail
Lycée Thénard
Rue d'Alsace Lorraine
Mon. 1870
St Jean
Hôpital Civil et Militaire
Rue Pasteur
Temple
Hôt. de Ville
St de Thénard
Rue
Rue Général Duchesne
Marché
Rue St Stéphen
Cathédrale St Etienne
Officialité
Anc. Grand Séminaire
Rue
Rue Chantereine
Rue Thénard
Rue Jean Cousin
Rue de la Poterne
Rue de la Grande Poterne
Rue de la Chaîne
Rue de la Cloche
Rue de la Tête Noire
Rue de la Petite Tête Noire
Rue de la Grande Tête Noire
Rue de la Tête Noire
Rue de la Grande Tête Noire
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cent. tomb of a countess of Joigny and an Entombment attributed to Mathieu Laignel (15th cent.). The *Château-Neuf* (1550–1613) is now a school. The 12–17th cent. church of *St-André* has a Renaissance portal and good stained glass.

From Joigny light railways run S. by the valley of the Tholon to (22½ m., 36 km.) *Toucy* (p. 321), and S.E. by the valley of the Ravillon to (21¼ m., 35 km.) *Auxerre* (p. 255).

The line passes (l.) *St-Cydroine*, whose fine church (late 11th cent.) belonged to a Cluniac priory erected near the tomb of Sidoine or Sidroine, the apostle of this district (3rd or 4th cent.).—We cross the Yonne.—96¾ m. (156 km.) **Laroche-Migennes** (*Buffet*; *Hôt. Baptiste*), though an insignificant hamlet, is an important railway junction, the only stopping place of many express trains between Paris and Dijon. The *Canal de Bourgogne* (1775–1834), 148 m. in length, uniting the Yonne (Seine) with the Saône (Rhône), begins at Laroche.

FROM LAROCHE-MIGENNES TO L'ISLE-ANGÉLY, 46 m. (74 km.), light railway in 3¼–3¾ hrs., ascending the valley of the *Serein* (32 fr. 50, 22 fr. 65, 14 fr. 75 c.).—6½ m. *Seignelay* has a fine church-tower (1560).—11 m. (18 km.) **Pontigny** (*Inns*) is noteworthy as the site of a famous Cistercian abbey (1114), the second of the 'daughters' of Cîteaux (p. 276) and itself the mother of 34 abbeys and priories in France, and intimately connected with several archbishops of Canterbury. Becket fled hither from Henry II in 1164, and remained until Henry's threat to expel the Cistercians from England compelled his retirement to Sens in 1166 (p. 247); from 1200 till c. 1213 Pontigny was the residence of Stephen Langton, during his struggle with John, who refused to recognize his primacy; and on his way hither in 1240 died the patriotic Edmund Rich, protesting against the intrusions of Henry III. The monastery was destroyed at the Revolution, but the **Abbey Church* still remains, a grand edifice, in a severe style of early Burgundian Gothic, uniform throughout. It was erected by Thibault of Champagne in 1150 and completed within 20 years, except the 13th cent. choir. In the ambulatory are the tomb of Hugues de Mâcon, the first abbot, and the shrine of St. Edme (Edmund Rich), containing the body of the archbishop in his pontifical robes. The saint's tomb is still visited by pilgrims from England and Burgundy (fête, Nov. 16th).—20½ m. (33 km.) **Chablis** (*Hôt. de Étoile*, R. 15–60 fr., L. or D. 18 fr.; autocar from Avallon, see p. 265), with 1867 inhab., on the Serein, is noted for its white wines (comp. p. 246). The 12th cent. church of *St-Martin* contains a Death of Joseph, by Mignard, and a Last Supper, attributed to Philippe de Champaigne.—45½ m. *Noyers* (good inns), a quaint old town (778 inhab.), on the Serein, possesses a fine 15th cent. church, Renaissance houses, and considerable remains of its ancient fortifications (autocar from Avallon, see p. 265).—45¾ m. (74 km.) *L'Isle-Angély*, see p. 253.

From Laroche to *Auxerre* and *Nevers*, see Rte. 50.

The railway now ascends the valley of the *Armançon*.—102 m. *Brienon-sur-Armançon* (Hôt. de l'Assurance), on the Canal de Bourgogne, has an old collegiate church (mostly 16th cent.) containing interesting stained glass and the heart of St. Lupus (p. 248).—The line crosses the Armançon to (107½ m., 173 km.) *St-Florentin-Vergigny*, the station for (1¼ m. N.; omnibus) **St-Florentin** (2411 inhab.; *Hôt. de l'Est*, R. 12–50 fr., L. or D. 14 fr.), which has another station on the Chemin de Fer de l'Est. Of the Renaissance **Church*, restored in 1862, only the choir and the transepts remain. These contain some fine stained glass, a rood loft of 1600, and, behind the high altar, an Entombment, the carvings on which have been compared with those on the portals of the Certosa at Pavia.—Branch line (Est station) to *Troyes*, see p. 176.

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122½ m. (197 km.) **Tonnerre** (*Hôt. de la Ville-de-Lyon*, R. 12–25 fr., L. or D. 20 fr.; *du Grand-Turc*), an ancient and picturesque but otherwise uninteresting town (4041 inhab.), lies on a steep slope above the Armançon. Tonnerre was the birthplace of the Chevalier d'Éon (1728–1810), who spent the greater part of his life in female disguise as a spy.—The *Hospital*, founded in 1293 by Margaret of Burgundy, Queen of Sicily (d. 1308), incorporates the timber-roofed **Salle des Malades*, now a chapel (13th cent.; adm. on application). The white marble tomb of the queen (1826) replaces a bronze work destroyed in 1793. In the chapel on the left has been installed since 1816 the tomb of the Marquis de Louvois (1639–91), the war minister of Louis XIV, who purchased the countship of Tonnerre in 1684. To the left is the former *Hôtel d'Uzès* (1533), now a savings-bank. The church of *Notre-Dame* (13th–16th cent.) has a W. front of the later date with a richly carved portal and a high square tower of 1628. The old market-hall stands on the crypt of Ste-Catherine (late 12th cent.). On a wooded height (view) above the town stands the church of *St-Pierre*, with a fine S. portal. The choir dates from 1351, the remainder of the structure from the Renaissance.

To the E. of the town is the curious *Fosse Dionne* or 'divine stream,' issuing from a steep rock and forming a short river (¼ m.), which falls into the Armançon. —A little S.E. is the ruined abbey of *St-Michel*, founded in 980 by Miles, the first count of Tonnerre.

127½ m. *Tanlay* possesses a famous Renaissance *Château (Marquis de Tanlay; adm. by permit) in a spacious park. The oldest part (Petit-Château), in the style of Louis XIII, was begun in 1559 by François d'Andelot, brother of Admiral de Coligny (p. 321). Beyond a bridge is the spacious court-yard of the Grand-Château (1643–48), built by Particelli d'Émery, finance minister under Mazarin, from designs of Lemuet (1591–1669). The 'Tour de la Ligue' (r.) was a meeting-place during the wars of religion of the Prince of Condé and Coligny.

At the farther end of the park (¾ m.) is the ruined *Abbaye de Quincy* (12–15th cent.), with large cellars of the 13th century.

131 m. *Lezinnes* has some old houses and a ruined abbey founded in 1184.—At *Pacy* (r.) a 16th cent. bridge spans the Armançon.—136 m. *Ancy-le-Franc* (Hôt. de la Poste) is a small quarry town (917 inhab.) with a beautiful Renaissance *Château, designed by Primaticcio (1546) and purchased by Louvois (see above) in 1684. In the Galerie de Pharsale visitors are shown frescoes attributed to Nicolo dell' Abbate; eight oval paintings in the Chambre des Arts are said to be the work of Primaticcio.

139¾ m. (225 km.) **Nuits-sous-Ravières** (*Hôt. de la Gare*, R. from 12 fr., L. or D. 12 fr.) is a railway junction. A road leading to (1 m. E.) *Ravières* crosses the Armançon by a bridge, on which an obelisk marks the boundary between

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Champagne and Burgundy. About 4½ m. S.E. of the station is the ruined château of *Rochefort*, the ancestral castle of the family of which Henri Rochefort (1830–1913) was a scion.

FROM NUITS-SOUS-RAVIÈRES TO AVALLON, 27½ m. (44 km.), railway in 1¾–2¼ hrs. (19 fr. 80, 13 fr. 40, 8 fr. 70 c.).—10 m. *Châtel-Gérard* has a castle (1359) of the dukes of Burgundy. To the E. is (2 m.) the priory of *Vausse* with a 13th cent. church.—*Annoux* (2½ m. W.) was the birthplace of Marshal Davout (1770–1823).—16 m. *Thizy-Montréal*. *Thizy* possesses a huge 13th cent. castle, well preserved. About 2 m. S. is *Montréal* (inn), a hill-top village, with a fine early-Gothic church (1145), with carved oak choir-stalls (16th cent.) and an alabaster retable (15th cent.).—Autocar from Avallon, see p. 265.—18½ m. *L'Isle-sur-Serein* (Hôt. des Epis-d'Or), is a picturesque little town on the river bank of the Serein, which here forms an island occupied by the impressive ruins of a 15th cent. castle.—19¼ m. *L'Isle-Angély*, junction for Laroche (p. 251).—27½ m. (44 km.) *Avallon*, see p. 263.

Another branch line runs N.E. to (22¼ m., 36 km.) *Châtillon-sur-Seine* (p. 176), viâ (12¼ m.) *Laignes*, which has a 12–13th cent. church. At *Griselles*, 1¼ m. N., a cellar beneath the church is said to have been the last refuge of the Gallic heroine Eponina and her husband Sabinus, who had joined an unsuccessful revolt against the Romans (c. 70).

Beyond (144½ m.) *Aisy-sur-Armançon* lies (l.) *Buffon*, with the paternal mansion of the Comte de Buffon (see below).—151½ m. (244 km.) **Montbard** (*Hôt. de l'Écu*, R., L., or D. 10 fr.; *de la Gare*), on the Brenne and the Canal de Bourgogne, is a metal-working town the population of which was doubled during the War (now 3837). The CHÂTEAU, an important feudal stronghold, where Anne of Burgundy and the Duke of Bedford were married in 1423, was acquired in the 18th cent. by the Comte de Buffon (1707–88), the great naturalist, whose house was in the Place Buffon. He caused the castle to be largely demolished, and the only remains are the outer wall, the 13th cent. keep, and two towers, one of which (now in ruins) served as Buffon's study. The surrounding park contains, in front of the church, a statue of Buffon, by *Dumont*, and a bust of his collaborator Daubenton (1716–1800), born at No. 13 Rue de la Liberté. Junot, Duc d'Abrantès (1771–1813), Napoleon's aide-de-camp, died at No. 19 in the same street.

The **Abbaye de Fontenay* (3 m. N.E.), founded in 1118 by Evrard, Bp. of Norwich, is a well-restored example of Cistercian building. The church (1147) is in a Transitional style, but the beautiful cloisters and chapter-house are of the plainest Romanesque.

159¼ m. (257 km.) **Les Laumes-Alésia** (*Buffet*; *Hôt. de la Gare*, R. 10–25 fr., L. or D. 18 fr.), where lines diverge for Semur (p. 266) and Avallon (p. 263), and for Épinac (p. 332), is the station for the Gallic fort of Alésia.

Alésia (1¼ m. S.E.; autocar from Dijon, see p. 277) is situated on the S.W. side of *Mont Auxois* (Alisiensis; 1370 ft.) near the village of *Alise-Ste-Reine*. This fort is generally held to have been the final scene (52 B.C.) of the struggle of Vercingetorix for the liberties of Gaul. The heroic chieftain, who perished 6 years later as a prisoner in the Tullianum at Rome, is commemorated by a colossal statue, by Millet, erected on the summit of Mont Auxois in 1863. The village takes its second name from St. Reine, a virgin-martyr of 252, whose memory is still honoured here by an annual passion play. The 17th cent. Hôpital de Ste-Reine contains relics of the saint and paintings commemorating her life. Lower down in the village are the *Musée Municipal* (adm. free; gratuity to caretaker), founded at the time of the first excavation of the site (1862) by order of Napoléon

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III, and containing ex-votos, sculptured fragments, coins, etc.; and the MUSÉE ALÉSIA (adm. 1 fr.), founded in 1910 to house the objects discovered by the Société des Sciences de Semur during their excavations. This important collection comprises several statues and bas-reliefs in stone; bronzes; architectural fragments; and utensils and vessels, including a bronze vase with an inscription to the local deities, Ucuetis and Bergusia. Above the hospital, to the left, are the *Excavations* (adm. 1 fr.) of 1906–10, which have brought to light not only the foundations typical of a Gallo-Roman town, but also those of a large mediæval structure, probably the original basilica of Ste-Reine. Other excavations, resulting in the discovery of a Gallic temple, have been made at the E. end of Mont Auxois.

About 4 m. farther on is *Flavigny-sur-Ozerain* (Hôt. Loisier; Maison Lacordaire; omnibuses to Les Laumes and to Darcey; autocar from Dijon, see p. 277), an ancient walled town (672 inhab.) magnificently situated on a spur 500 ft. above the Ozerain, preserving the remains of an abbey founded in the 8th cent. (now a factory), notably an interesting Carlovingian crypt. The church (13–15th cent.) contains some fine 15th cent. choir stalls, and a rood-loft and parts of a triptych, both of the 16th century.

About 4 m. N.E. of Les Laumes is the ***Château de Bussy-Rabutin** (open Tues. and Fri., 1.30–5), rebuilt in the 16–17th cent., and chiefly interesting for its connection with Roger, Count of Bussy-Rabutin (1618–93), the notorious cousin of Mme de Sévigné. Banished from court on the appearance of his highly scandalous 'Histoire Amoureuse des Gaules,' Bussy-Rabutin spent 16 years of his exile in decorating the château with historical portraits and with curious allegorical paintings, accompanied by epigrammatic inscriptions in Latin or French verse.—In the *Salle des Devises* (the billiard room), on the ground floor, are 'devises' or allegorical paintings satirizing the inconstancy of Mme de Monglat Bussy's mistress.—On the 1st floor the *Salon des Grands Hommes de Guerre* contains elaborate carvings and 65 portraits (mainly copies) of warriors of the 14–17th centuries. In the *Chambre Sévigné* are 26 portraits of women, including Mme de la Sablière and Mme de Maintenon, by *Mignard*; Elizabeth Charlotte of Orleans, by *Coypel*; and Mme de Sévigné and Mme de Grignan, her daughter, the two last named with epigrams by Bussy-Rabutin. The *Petite Chambre Sévigné* is devoted to religious paintings. In the richly decorated *Tour Dorée*, the portraits above the pillars, with inscriptions by Bussy-Rabutin, include Isabelle de Montmorency and Louise de la Châtre, both by *Mignard*; Lucie de Tourville, by *Juste*; Roger de Rabutin and Isabelle de Monglat, by *Lebrun*. The *Chapel* contains a St. James by *Murillo*, a Madonna ascribed to *Andrea del Sarto*, and two paintings probably by *Poussin*.—*Bussy-le-Grand*, on a hill to the N., was the birthplace of Marshal Junot (p. 253), and has a fine Romanesque church.

FROM LES LAUMES TO ÉPINAC-LES-MINES, 46½ m. (75 km.), railway in 2¼ hrs. (33 fr. 80, 22 fr. 80, 14 fr. 85 c.).—3 m. *Pouillenay*, junction for Semur (p. 266).—11¾ m. *Viteaux* (inn) has a church of the 12–17th cent. containing a fine 15th cent. organ-loft.—16 m. *St-Thibault* (inn). The church, built in 1297 by Duke Robert II to receive the remains of St. Theobald or Thibault (d. 1247), retains only its fine choir, with an elegant apsidal chapel. The latter, entered by a beautiful Gothic porch, contains the imposing reliquary of the saint.—23¾ m. *Pouilly-en-Auxois* (787 inhab.; Hôt. de la Poste, R. 10–18 fr., L. or D. 15 fr., autocar from Dijon, see p. 277), at the foot of *Mont Pouilly* (1840 ft.), has a 14–15th cent. church, formerly the chapel of a castle of the dukes of Burgundy, containing an Entombment of the 16th century. To the S. of the church are an open-air pulpit and a crucifix, both of the 16th century. *Ste-Sabine* (6 m. S.E.) has a remarkable 13–14th cent. church.—34¼ m. (55 km.) **Arnay-le-Duc** (*Hôt. Terminus*, R. 12–30 fr., L. or D. 16 fr.; *de France*) is an old town (1921 inhab.) famous for the battle (1570) in which Coligny's Protestants overwhelmed twice the number of Catholics, and in which Henry of Navarre (Henri IV), bore arms at the age of seventeen. Among the interesting buildings in the town are the church (15–16th cent.; restored in 1752); an ancient priory-gate; the *Manoir de Sully*, once the property of the Prince of Condé, and now a file factory; a 15th cent. tower, with a local *Musée*; the 14th cent. market-hall; and the birthplace (tablet) of Bonaventure Despériers (d. 1544), the fabulist.—From Arnay to Beaune and to Saulieu, see p. 313.—Beyond (42¾ m.) *Thury* we join the line from Autun.—46½ m. (75 km.) *Épinac-les-Mines*, see p. 332.

From Les Laumes to *Semur*, *Avallon*, and *Auxerre*, see Rte. 51.

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Beyond Les Laumes the statue of Vercingetorix (p. 253) is seen on the right.—164 m. *Darcey* (bus to Flavigny, p. 254).

On a hill on the left, beyond (169 m.) *Thenissey*, appears the village of *Salmaise*, with a ruined castle and a double-apsed church (11th cent.) containing an altar resting upon a pagan tomb.—173½ m. *Verrey-sous-Salmaise* is c. 8 m. S.W. of the source of the Seine (p. 277).—Beyond (179½ m.) *Blaisy-Bas*, a summer resort whence *Mont Tasselot* (1945 ft.) may be ascended in 1¾ hr. (there and back), the train passes from the basin of the Seine to that of the Rhône by means of a tunnel 2½ m. long. We emerge in the valley of the *Ouche* and descend rapidly, with picturesque views, crossing numerous viaducts. —192½ m. *Plombières-lès-Dijon* (1308 inhab.) has a 15th cent. church with a good 12th cent. tower.

195½ m. (315 km.) **Dijon,** see Rte. 52.

50. FROM PARIS TO NEVERS VIÂ AUXERRE

RAILWAY, 188 m. (303 km.) in 8–10 hrs. (136 fr. 50, 92 fr. 15, 60 fr. 5 c.); to *Auxerre*, 108½ m. (175 km.) in 2¾–5 hrs. (78 fr. 85, 53 fr. 20, 34 fr. 70 c.). This line affords access to the districts of the Morvan (p. 264) and the Nivernais (p. 324); for the direct route from Paris to Nevers, see Rte. 61.

ROAD, 176 m. (283 km.). To (71½ m., 115 km.) **Sens,** see p. 246.—91 m. (146 km.) *Joigny* (p. 250).—107 m. (172 km.) **Auxerre** (see below).—132 m. (212 km.) *Clamecy* (p. 259).—143½ m. (231 km.) *Varzy* (p. 260).—158 m. (254 km.) *Prémery* (p. 261).—176 m. (283 km.) **Nevers** (p. 323).

From Paris to (96¾ m., 156 km.) *Laroche-Migennes*, see Rte. 49. The railway ascends the right bank of the *Yonne*.—102 m. *Chemilly-Appoigny*. *Appoigny* (2½ m. S.W.) has a fine 13–16th cent. church.

108½ m. (175 km.) **AUXERRE** (pron. *Ausserre*), the chief town (21,075 inhab.) of the department of the *Yonne*, is picturesquely situated on two low hills on the right bank of the Yonne, separated from its suburbs by the river and by a horseshoe of tree-planted boulevards. Auxerre is the centre of the vine-growing district of Basse-Bourgogne, the most famous produce of which is the white wine of Chablis.

Railway Stations. *Gare St-Gervais* (Buffet; hotel omnibuses), E. of the town (Pl. D 2), the chief P.L.M. station; *Gare St-Amâtre*, to the S.W., on the line to Gien.

Hotels. *HÔT. DE L'ÉPEE (Pl. a; B 3), Rue du Temple, R. from 18 fr., L. or D. 25 fr.; TOURING (Pl. b; B 3), Rue Paul-Bert, R. 18–90 fr., L. or D. 25 fr.; DE LA FONTAINE (Pl. c; B 2), Place Charles-Lepère, R. 16–50 fr., L. or D. 20 fr.; DE LA POSTE (Pl. d; B 2), Rue d'Orbandelle, R. from 15 fr.; DE LA TOUR D'ORBANDELLE, R. 12–25 fr., L. or D. 20 fr.; DU COMMERCE (Pl. e; B 3), Rue des Grandes-Fontaines, R. from 15 fr., L. or D. 12 fr.; DES DEUX GARES; DE BOURGOGNE.

Restaurants. *Alépée*, Rue du Temple; *Gonin*, at the Touring-Hôtel.—CAFÉS. *Picard*, outer end of the Rue du Temple; *Rousseau*, Place Charles-Lepère.

Post Office, Place Clemenceau (Pl. B 2).—SYNDICAT D'INITIATIVE, 90 Rue de Paris.—BANKS. *Banque de France*, 1 Rue de la Banque; *Crédit Lyonnais*, Place Charles-Lepère.

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History. Auxerre, the Roman *Autricus* or *Autissiodurum*, was a town of the Senones, and became the seat of a bishop in the 3rd century. In spite of barbarian invasions, it became known as a scholastic centre in the 9th cent., and included Héric and Rémy among its great teachers. Fortified in the 12th cent. by Pierre de Courtenay, afterwards emperor of Constantinople, the city was many times invested in the 14–15th cent., and was united to the French crown in 1476. Here on his return from Elba (1815) Napoleon reviewed the troops under Marshal Ney which had been sent to bar his progress. The bishopric was merged in that of Sens at the Revolution.—Among famous Auxerrois may be mentioned St. Germanus, bishop of Auxerre (390–448), who, sent to Wales to combat the Pelagian heresy, commanded the British Christians in the famous 'Alleluia Victory' over the heathen Picts and Scots, at Maes-y-Garmon ('the field of Germanus'), near Mold, in 430. Jean Régnier (1380–1460), the poet, and in more modern times, Paul Bert (1833–86), the politician, were likewise natives of Auxerre.

From the station (Pl. D 2) the Avenue de la Gare leads to the *Pont Paul-Bert*, and as we approach the bridge we enjoy a beautiful *View of the town rising above the river to a skyline picturesquely broken by its church towers. On the opposite bank steep streets ascend into the old town.

The Rue du Pont (Pl. B, C 3) passes just to the left of the church of *St-Pierre* or *St-Père-en-Vallée* (Pl. C 3), a building mainly of 1575–1672, with an ornate Renaissance façade and a typical Burgundian tower of 1536. The Renaissance *Porte de St-Père*, in front, is the sadly mutilated gateway of a vanished abbey. Thence we follow the Rue Joubert (r.), with its old houses, to the Place St-Étienne.

The church of ***St-Étienne** (Pl. B, C 2), the former cathedral, founded c. 400, dates in its present form substantially from 1515–1534, though building went on until 1543 and the structure was never completed. The crypt of an earlier church of 1030 remains.—The *West Front*, of which only the N. tower is completed (213 ft.; view), was mutilated during the religious wars of the 16th cent., but its three portals still preserve some delicately worked sculptures (14th cent.) with a suggestion of the classical, notably in the arches of the side-portals. The central tympanum represents the Last Judgment. The transeptal portals (15–16th cent.) show (N.) the story of St. Germanus of Auxerre, and (S.) the Martyrdom of St. Stephen.—The *Nave* has a rose-window of 1573. Many of the chapels preserve traces of 16th cent. frescoes; and one in the N. aisle contains the tomb of the lords of Chastellux (p. 265). The N. transept has a rose-window with fine stained glass of 1528 (Story of Joseph). The **Choir* is an admirable example of early-Gothic, the capitals with human heads in the ambulatory, and the graceful design of the Lady-chapel, being especially noteworthy. To the left of the altar is a bust of Jacques Amyot, translator of Plutarch and bishop of Auxerre, who died here in 1593. The painting on panel (1543) of the Stoning of St. Stephen, in the N. ambulatory, is attributed to Félix Chrestien, a canon of Auxerre.

The *Treasury* and the five-aisled *Crypt* of 1030–39 are shown on application to the sacristan. The former contains 16th cent. enamels, 12th cent. reliquaries, etc.; the latter has an apsidal chapel decorated with frescoes (early 12th cent.).

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On the S. side of the Cathedral are the 12th cent. chapel of *St-Clément-et-St-Michel*, and the former *Chapter Library* (13th cent.). On the N. is the Place de la Préfecture.

The **Préfecture** (Pl. C 2), once the bishop's palace, is a 13th cent. building with an exterior Romanesque arcade with quaint capitals on the side overlooking the Yonne. The gabled structure of two stories with a 15th cent. doorway formerly contained the synodal hall. The Renaissance archway in the Rue Cochois (r.) was the old entrance to the palace.

The Rue Cochois leads to the old *Abbey of St-Germain*, founded by St. Germanus, whose schools in the 9th cent. attracted vast numbers of students. Nothing remains of the abbey save some 18th cent. buildings now occupied by a hospital, a fragment of the 14th cent. precinct wall at the corner of the Rue du Collège and the Rue Marie-Carle, and the tower, transepts, and choir of the church.

The disused church of ***St-Germain** (Pl. C 1), erected by St. Clotilda to receive the relics of St. Germanus, was rebuilt in the 13–15th centuries. Partially ruined in the religious wars, the 14th cent. nave was almost completely destroyed in 1820, so that the splendid W. Tower, or *Clocher de St-Jean*, a fine example of Burgundian Romanesque, with a stone spire (169 ft.), now stands quite separate from the rest of the church. The key of the church is obtained at the concierge's lodge in the base of the tower.—The choir and transepts date from the 13th century. The N. transept has a 15th cent. rose-window, and, in the tympanum of its portal, sculptured scenes (14th cent.) from the life of St. Germanus. Opposite is the 12th cent. dormitory, incorporated in the hospital buildings. The colossal statue of the patron saint on the gable of the S. Transept seems to be blessing the town. The large *Crypt*, constructed in the 9th cent. by Count Conrad, uncle of Charles the Bald, and probably remodelled in the 11th cent., contains the tombs of St. Germanus and many later bishops; in an inner crypt are two Merovingian tombs and the remains of 5th cent. martyrs.

The Rue du Collège (Pl. B 1), with (l.) a 16th cent. *College* built by Jacques Amyot (p. 256), the *Theatre*, in an old chapel, and (No. 2) the *Maison Nigot* (1673), where Louis XIV was entertained, leads to the Rue de Paris. Following this to the left we pass (l.) a secularized *Seminary Chapel*, with a fine façade (1714), much in need of repair; farther on are the new *Palais de Justice*, a little to the right; No. 83, the house of the architect Soufflot (p. 258); and an elegant Renaissance mansion (No. 65).

The *Tour de l'Horloge* (Pl. 2; B 2) is a gateway dating from 1483, with a curious clock (1672) and a recently rebuilt spire; the Place de l'Hôtel-de-Ville, beyond, contains some old wooden houses. Between the gateway and the Place, a passage to the right gives entrance to the *Place Fourier*, with

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a statue, by Faillot, of the physicist Baron Fourier (1768–1830), and the old Palais de Justice, built in 1622 on the site of the castle of the counts of Auxerre. The building, enlarged in 1888, now contains the Municipal Library and the MUSÉE (Pl. B 2; open daily, 1.30–4).

The collections include pottery and coins; a 15th cent. carved wood altar-piece from the abbey of Crisenon; and some interesting paintings: 14. *Baron Gérard*, Portrait; 17. *Jeaurat*, Grandmother's lesson; 113. *Harpignies*, Torrent in the Var; 120. *Lapostolet*, The Thames at Greenwich.

The Rue de Paris ends at the Place Clemenceau, from which radiate the Rue du Temple (Pl. B 3), the principal street of the town, No. 19 in which is an attractive Renaissance house; and the Rue des Grandes-Fontaines, which leads to the church of **St-Eusèbe** (Pl. B 3) with a Romanesque tower and spire, and 16th cent. stained glass in the lady-chapel. The treasury contains the ' Shroud of St. Germanus ' (Byzantine; 9th cent.) given to the Abbey of St-Germain (p. 257) by Charles the Bald. From the Place St-Eusèbe the narrow Rue Diderot descends to the *Place Robillard*, with a 14th cent. house.

From Auxerre to *Gien*, see p. 322; to *Joigny*, see p. 251.

Above Auxerre the Yonne, no longer navigable, flows beside the *Canal du Nivernais* (109½ m. long) which connects Auxerre with Decize (p. 328).—About 2½ m. E. (omnibus) of (113½ m.) *Champs-St-Bris* is the remarkable 13–16th cent. church of *St-Bris-le-Vineux*. We cross the Yonne.—At (116¾ m.) *Vincelles* (inns) is a château in which Mme de Staël was for a time detained.

Vincelottes, across the river, has a 15–16th cent. church.—*Irancy* (2 m. E.), noted for its wines, was the birthplace of Soufflot (1713–80), architect of the Pantheon at Paris, and has an interesting church (12–18th cent.).—*Coulanges-la-Vineuse* (2 m. W.; omnibus) has attractive Renaissance and 18th cent. buildings.

119¾ m. *Cravant-Bazarnes* (Buffet), junction for Avallon (see Rte. 51).—**Cravant** (675 inhab.; *Hôt. de la Gare*; *de la Marine*; autocar from Avallon, see p. 265) contains some 16th cent. wooden houses and a fine bridge over the Yonne. The French under the Constable James Stuart were here defeated in 1423 by the English and Burgundian troops of the Marshal de Chastellux. Of the fortifications only the Tour de l'Horloge (1387) and some fragments of the wall remain; two 18th cent. archways have replaced the mediæval gates. The church has a 15th cent. nave, a fine square tower (1551), and a Renaissance choir surrounded by eleven elaborately decorated chapels.—We cross the Yonne between the entrances of the Canal de la Cure (l.) and the Canal du Nivernais (r.). The 12–15th cent. church of *Ste-Pallaye*, on the left, stands above an ancient crypt containing the 5th cent. sarcophagus of the patron saint.—Opposite (122½ m.) *Prégilbert* are the ruins of the abbey of *Crisenon*, founded in the 11th century.—125½ m. (202 km.) *Mailly-la-Ville* (Hôt. Brisedou, well spoken of) is a pleasant excursion-centre. La Cour des Maillys is a good example of a 16th cent. manor.

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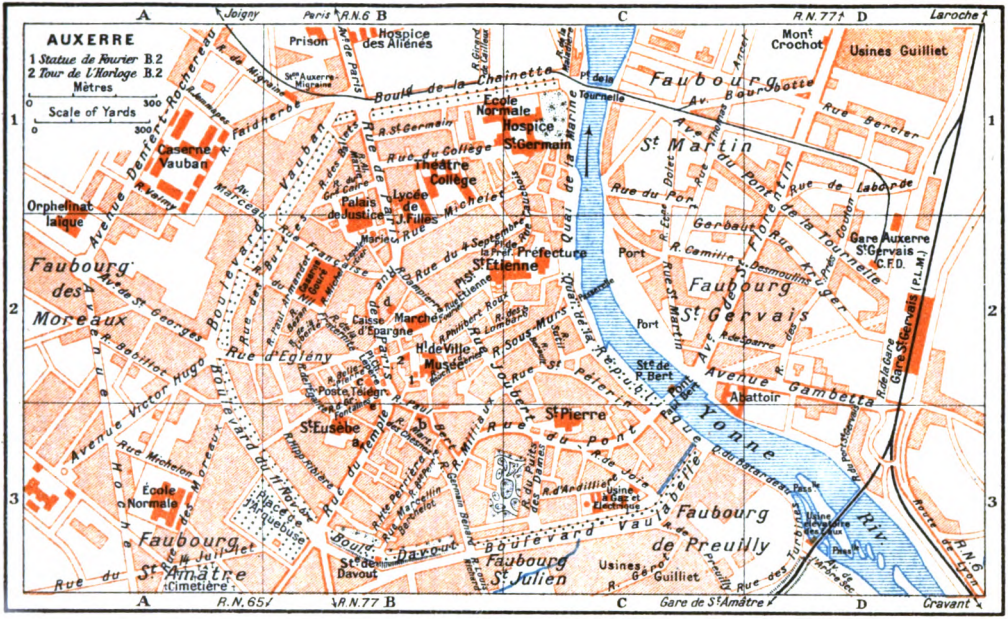

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Mailly-le-Château (1¾ m. S.W.; bus 1 fr.; autocar from Avallon, see p. 265), the home of the three 'Sisters of Mailly,' successive favourites of Louis XV, the youngest of whom was the ambitious Duchesse de Châteauroux (1717–1744), is a very ancient fortified place on a rocky cliff overlooking a loop of the Yonne. The 12th cent. church has chapels of the 14–15th cent. and a 16th cent. tower. The ruins of the castle date from the 15th century. At Bourg-du-Bas, at the foot of the town, is a 15th cent. bridge with a chapel.

The railway twice crosses the Yonne and the canal at the loop of Mailly-le-Château (view; r.). Beyond, on the right bank of the river, are the picturesque Roches du Saussois, a line of cliffs some 150 ft. high. On the right, beyond *Merry-sur-Yonne*, is the ruined Château de la Tour (13th cent.). We recross the river and the canal.—131 m. *Châtel-Censoir* (Hôt. du Commerce), on the right bank of the Yonne at the foot of the wooded valley of Chamoux, is notable for the former collegiate church of *St-Potentien* (11th and 16th cent.) with an interesting portal and a primitive Romanesque ambulatory with huge sculptured capitals.—Above (136 m.) *Coulanges-sur-Yonne* (Hôt. du Lion-d'Or), with the 13th cent. Tour de la Comtesse-Mahaut, extends the Forêt de Fretoy. —At (138½ m.) *Surgy*, with a graceful spire, the line from Fontenoy (p. 260) comes in on the right.

141½ m. (228 km.) **Clamecy** (*Hôt. de la Poste*; *Boule d'Or*, R. 12–22 fr., L. or D. 14 fr.; *de la Gare*), a town of 4658 inhab. well situated on a hill at the junction of the Yonne and the Beuvron, owes its picturesque appearance largely to the steep and narrow lanes of the old town, with their quaint turreted and gabled houses.

Clamecy, first mentioned in the 9th century, found prosperity in the timber-shipping trade (flottage), originated by Charles Lecomte of Châtel-Censoir in 1547. The custom of floating great rafts of timber down to Paris has almost disappeared since the creation of the Canal du Nivernais in 1834, but in spring loose logs are still floated down as far as Coulanges (see above). The life of the Clamecycois in the 16th cent. is described in 'Colas Breugnon' by Romain Rolland; and 'La Belle Nivernaise' by Alphonse Daudet gives a picturesque account of a bargeman's life on the canal.

The Avenue de la République in the lower town is built over the old channel of the canal, which has here been diverted into the river. Thence several old streets with quaint houses (including the 15th cent. *Maison du Chapitre*) ascend past the new Caisse d'Epargne, which contains the local *Musée*, to the Place St-Martin, with the modern *Hôtel de Ville*, standing upon the vaulted cellars of an old castle of the counts of Nevers. The church of *St-Martin (13–15th cent.) has an elaborate façade in the Flamboyant style with a well-proportioned tower of the 16th century. The finely carved doors are in an excellent state of preservation. On the S. side of the nave is a stained glass window of the 16th cent. (restored). The chapel under the tower contains two fragments of a rood-loft of 1525 (Last Supper; Descent from the Cross); in the next chapel are a statue of St. Geneviève by Simart, a figure of St. Roch, and a carved wooden altar-front. The disproportionate rood-loft was a device of Viollet-le-Duc to support

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the nave-piers which were falling apart. The 13th cent. rectangular ambulatory is an arrangement most unusual in Burgundy.

In the lower town the Pont de Bethléem, spanning the Yonne, leads to the *Faubourg de Bethléem*, the name of which embalms a curious little bit of mediæval history.

On his expulsion from the Holy Land by Saladin in 1188 the Bishop of Bethlehem transferred his see to the Hôpital de Panthenor, founded in 1147 at the gate of Clamecy by the counts of Nevers; and this strange little bishopric, with jurisdiction over the hospital alone, survived until the Revolution. The title of Bishop of Bethlehem *in partibus* is now borne by the abbot of St-Maurice, in Switzerland.

Part of the 12th cent. chapel of the bishop's palace is used as a dining-room by the Hôtel de la Boule-d'Or, just beyond the bridge, but the rest of the episcopal buildings have disappeared.

A good road leads from Clamecy to (14½ m., 23 km.) *Vézelay* (p. 262), traversing an attractive hilly district, and affording a charming view of the old abbey town on its hill-top.—A railway, running viâ (3 m.) *Surgy* (p. 259) and (8 m.) *Druyes-les-Belles-Fontaines*, with its ruined castle and Romanesque church, unites Clamecy with (19¾ m., 32 km.) *Fontenoy* (p. 322).—From Clamecy to *Cosne*, see p. 322.

From Clamecy to Cercy-la-Tour, 52¾ m. (85 km.), railway in 3 hrs. (38 fr. 30, 25 fr. 85, 16 fr. 85 c.). The line runs S.E., and at (8 m.) *Asnois* enters the Yonne valley.—11 m. *Flez-Cuzy-Tannay*. *Tannay* (Hôt. du Commerce), an ancient little town (785 inhab.), 1¼ m. W. of the station (omnibus 1 fr. 25 c.), contains the fine collegiate church of St-Léger (13–16th cent.) and other mediæval buildings. *Metz-le-Comte* (3¾ m. N.E.) has a good church of the 13–15th cent.—Across the river from (15 m.) *Dirol* lie *Monceaux-le-Comte*, an ancient fortified place, and (1½ m. N.E.) the *Abbaye de Réconfort*, a nunnery founded by the Countess Mahaut de Nevers in 1235 (now a country seat).—20½ m. (33 km.) **Corbigny** (*Hôt. du Commerce*; *de l'Europe*) is a flourishing little town (2148 inhab.) on the Anguisson, whose cattle-markets supply Paris with meat. The Romanesque church of St-Jean (12th cent.), the church of St-Léonard and the 17–18th cent. buildings representing the ancient abbey, and the parish church of St-Seine (1537) may be visited. From Corbigny to Saulieu and Nevers, see p. 268. We again cross the Yonne, leaving on the left the Château de Marcilly (15th cent.).—24¾ m. *Sardy-les-Épiry*.—Vauban once lived at the Château d'Épiry, 1¾ m. N. of (28 m., 45 km.) *Épiry-Montreuillon*.—From the summit of the watershed (968 ft.) the railway descends to (35¼ m.) *Tamnay-Châtillon*, where branch-lines diverge for St-Saulge (p. 268), for Moulins-Engilbert (p. 268), and for (15 m., 24 km.) **Château-Chinon** (1863 inhab.; *Hôt. de la Poste*, R. from 12 fr.; *du Lion-d'Or*; autocar from Avallon, see p. 265), a little old town, beautifully situated (1750 ft.) among the hills of the southern Morvan (comp. p. 264) and an excellent excursion centre. The *Signal de Château-Chinon* (2000 ft.) commands a striking view.—From Château-Chinon to *Autun*, see p. 330.

Beyond Tamnay the line descends the *Trait* valley.—38½ m. *Brinay*, in the valley of the *Aron*.—43½ m. *Moulins-Engilbert*, 3¾ m. S.W. of the town (omnibus 2 fr. 25 c.; see p. 268).—From (46½ m.) *Vandenesse-St-Honoré* an omnibus plies to *St-Honoré-les-Bains* (5½ m.; p. 328).—52¾ m. (85 km.) *Cercy-la-Tour*, see p. 328.

Beyond Clamecy the railway twice crosses the *Beuvron*.—147¾ m. *Corvol-l'Orgueilleux*, with ruined ramparts.—154½ m. (249 km.) **Varzy** (*Hôt. de la Poste*, R. from 12 fr., L. or D. 14 fr.; *de l'Écu*), another quiet little town (1334 inhab.) with ancient houses, is noteworthy for the church of *St-Pierre*, an attractive building of 1350, with transeptal towers and an elaborate apse, and containing a triptych (legend of St. [illegible]nia) painted in 1535. The *Library*, which includes a

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small museum, was founded by the father of the three brothers Dupin, politicians of the mid-19th cent. and natives of the town.—Near *Menou*, 6 m. W., with its elaborate 17th cent. château, is the manor-house of *Corbelin*, once occupied by Salmasius (p. 267).

169½ m. (273 km.) **Prémery** (*Hôt. de la Poste*, R. from 15 fr.) is a small town (1335 inhab.) amid the Nivernais Hills, with a good church of the 13–14th century. In the N. aisle, beneath a carved stone Pietà, is the tomb of Canon Appeleine (d. 1466), whose house, known as the *Maison du Saint*, still stands near the church. The old Castle of the Bishops of Nevers has a 14th cent. gateway.—The castle of *Montenoison* (13th cent., not 1090 as an inscription pretends), about 6 m. N.E., is an imposing ruin on a hill.—We descend the Nièvre de Prémery and at (178¾ m.) *Guérigny*, with the Forges Nationales de la Chaussade (naval material), join the *Nièvre* proper. *Ourouer* (6 m. S.E.) has an interesting 12th cent. church and a churchyard cross.—The church of (182 m.) *Urzy* has a 12th cent. nave and a choir of 1495.—188 m. (303 km.) **Nevers**, see p. 323.

51. FROM AUXERRE TO LES LAUMES (DIJON) VIÂ AVALLON AND SEMUR

RAILWAY, 64¾ m. (104 km.) in 4½–8 hrs. (46 fr. 85, 31 fr. 65, 20 fr. 60 c.); to *Avallon*, 35 m. (56 km.) in 1½–2 hrs. (25 fr. 25, 17 fr. 5, 11 fr. 10 c.); to *Semur*, 56 m. (90 km.) in 3½–6½ hrs. (40 fr. 55, 27 fr. 35, 17 fr. 85 c.). No through trains.
ROAD, 63½ m. (102 km.).—33½ m. (54 km.) **Avallon** (p. 263).—54¼ m. (88 km.) **Semur** (p. 266).—63½ m. (102 km.) *Les Laumes* (p. 253).

From Auxerre to (11¼ m.) *Cravant-Bazarnes*, where we usually change trains, see p. 258. The railway ascends the valley of the *Cure*.—15 m. *Vermenton* (Hôt. du Commerce, R. 10–30, L. or D. 15 fr.), a small canal-port (1421 inhab.), possesses a 12–13th cent. church with a mutilated Romanesque portal and two towers of the same period. The Cistercian *Abbaye de Reigny*, 1¼ m S., retains its two-aisled refectory (13th cent.).—19¾ m. *Arcy-sur-Cure* (Hôt. des Grottes, R. 12–20 fr., L. or D. 14 fr.).

The **Grottes d'Arcy** (1¼ m. S. of the town; open May 15th–Oct. 15th; adm. 3 fr.; 3 or more pers. 1¼ fr. each; apply to *M. L. Joublin*) are a series of stalactite caverns nearly 1000 yds. in length, in which many prehistoric remains have been discovered, notably a human jaw contemporary with the cave-bear. Higher up the valley are the *Grottes de St-Moré*.

The railway crosses the winding Cure several times.—23 m. *Voutenay*, with a 12th cent. church on a rocky escarpment. About 1¼ m. N. lies *St-Moré*, above which (360 ft. above the river) is the *Camp de Cora*, with a wall 275 yds. in circumference and 7 bastions, a Gallo-Roman fortress on the road from Lugdunum (Lyon) to Bononia (Boulogne).

25½ m. (41 km.) *Sermizelles-Vézelay* is the nearest station to (5½ m. N.E.) Vézelay.

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The road to Vézelay passes (¾ m.) *Blannay* and (4 m.) *Asquins*, both with 12th cent. churches.

5½ m. (9 km.) **VÉZELAY** (*Hôt. de la Poste*, R. 10–20 fr., L. or D. 14 fr.; omnibus to Sermizelles, 2 fr. 60 c., and to Avallon, 6 fr. 30; autocars from Avallon, see p. 264), a little town (434 inhab.) magnificently situated on a hill, owes its fame to the Basilica of St. Mary Magdalen, the last splendid relic of the mediæval greatness of the place.

The Grande-Rue-St-Étienne, passing through the 18th cent. *Porte du Barle* or *St-Étienne*, mounts steeply through the town. No. 2 is the secularized church of *St-Étienne*; at No. 47 the reformer Theodore Beza (1519–1605) was born; No. 56 is the quaint 15th cent. *Maison des Colombes* with an old well-head opposite; a local museum is housed in No. 62. The *Tour de l'Horloge* (17th cent.), to the left, was formerly the tower of the parish church; higher up is the *Infirmerie*, an old house said to have afforded shelter to St. Bernard.

The ****Basilique de la Madeleine**, though sadly mutilated by the Huguenots and at the Revolution, when it became a Temple of Reason, was well restored by Viollet-le-Duc in the mid-19th cent. and remains one of the most perfect examples of monastic architecture in France. The building, 404 ft. in length, is divided into two distinct parts: the narthex and nave (c. 1130), 63 ft. high, and the choir and transepts (1161–75), 72 ft. high.—Visitors enter by the S. transept and are conducted in parties.

HISTORY. The Benedictine abbey of Vézelay, once Vidiliacus or Virziliacus, founded in 864 by a Lord Gérard who is identified with the half-legendary Girart de Roussillon of the 'chansons de geste,' soon grew to fame and riches as the repository of the relics of the Magdalen brought thither from St-Maximin in Provence, for fear of Saracen desecration. Prosperity, however, only embittered the differences which here, as in so many other places, arose between monks and townsmen. In 1105 or 1106 Abbot Artaud was murdered and the monastery given to the flames; and although the townsmen, appalled by their own excesses, submitted for a time, they succeeded in 1137, with the not altogether disinterested aid of Count William II of Nevers, in extorting from Abbot Alberic the abolition of mortmain. The town, however, was placed under a papal interdict in 1154, many of the leading inhabitants were condemned to death by Louis VII, and the abbots gradually regained their former ascendancy.

In 1146, on the N. slope of the hill, on a spot now marked by a granite cross, St. Bernard preached the 2nd Crusade to an assemblage of chivalry too immense to be contained in the church. In 1168 Thomas Becket solemnly cursed from the pulpit of Vézelay all those English who maintained "the customs of their elders," thus adding the final touch to the exasperation of Henry II. In 1190 Vézelay was the meeting-place of Richard I and Philip Augustus on their way to the 3rd Crusade.

The discovery (c. 1280) that the authentic relics of the Magdalen had never been translated from St-Maximin gave the prosperity of the abbey a shock from which it never recovered, and the stream of pilgrims rapidly diminished; and in the religious wars town and abbey suffered cruelly at the hands of the Huguenots. The conduct of the abbots during the 17–18th centuries made the Vézeliens accept the Revolution with gladness, despite the benevolent sway of Abbot Berthier (1759–69). On the Feast of St. Mary Magdalen (July 22nd), 1920, the church was created a Basilica.

Interior. The unusually large NARTHEX (70 ft. long) of three bays has a rich façade with storied capitals and a central

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tympanum representing the Last Judgment and the life of Lazarus and his sisters. It is crowned by an incongruous 13th cent. gable and two towers (*View from the S. tower), of which one was in great part destroyed by the Huguenots. Two compartments of the groined vault are constructed with ribs.—The three doors of the NAVE are even more elaborate than those of the Narthex. In the central tympanum Christ is inspiring his Apostles with the Holy Ghost. Despite the mediæval proportions of the figures, the stiffness of the attitudes and the awkwardness of the drapery, this composition is one of the most striking, as well as one of the earliest productions of French Romanesque art. No one has been able to explain the quaint little figures which surround it. The sculptures on the side portals are scenes from the lives of St. John the Baptist, St. Lazarus, and St. Mary Magdalen. —When the narthex doors are opened the length of the nave and choir forms a magnificent perspective, though the extreme lightness of the restored stone gives a strange effect of newness. The high vault of the nave is one of the earliest examples of the quadripartite vault. The lively *Capitals present a varied series of symbolical subjects. The 16th cent. carved wooden pulpit comes from the old parish church; in the S. aisle is the tomb of Bp. Héribert of Auxerre, who resigned his see to become a monk.

The CHOIR has perhaps contributed more than any other building to the Burgundian development of Gothic architecture. Of the two transeptal towers, only the southern remains. Beneath the choir is a very ancient CRYPT, founded on solid rock, and containing 12 columns with square capitals, 4 of which date from the 9th cent., and the relics of St. Mary Magdalen. A door on the S. side of the choir gives access to the 13th cent. CHAPTER HOUSE, an elegantly proportioned building which serves as a church in winter; above is the chapter granary, a spacious vaulted hall.

To the E. of the church extends a terrace planted with magnificent trees and overlooking from a height of 500 ft. the Cure valley and the lesser hills beyond. As we leave the church, the Rue des Ursulines (r.) and the Rue de la Porte-Neuve (r.) descend to the *Porte-Neuve*, a massive 16th cent. gateway whose towers are ornamented with bosses. To the right are the old ramparts.

From Vézelay by road to *Avallon*, see p. 264; to *Clamecy*, see p. 260.

On quitting Sermizelles the railway ascends the valley of the *Cousin*, past the ancient buildings of *Givry*, to (28½ m., 46 km.) *Vault-de-Lugny*, dominated by *Montmartre* (1171 ft.), on which the ruins of a Roman temple have been discovered. We leave the valley and ascend to a featureless plateau.

34¾ m. (56 km.) **AVALLON** (*Hôt. du Chapeau-Rouge*, R. 18–75 fr., L. or D. 18 fr.; *Avallonais et de la Poste*, R. 20–70 fr., L. or D. 25 fr.; *du Cheval-Blanc*), the Roman *Aballo*, is the principal town (5003 inhab.) of the Northern Morvan, finely situated on a spur overlooking the *Cousin*. The Avenue de

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la Gare leads to the *Promenade des Capucins*, at the farther end of which is an imposing war memorial. Opposite is the 18th cent. church of *St-Martin*.

Some distance to the left, the Rue de Lormes (r.) passes the old church of *St-Martin* (12th cent., now a dwelling), whence a road crosses the Vallon des Minimes to the wooded *Parc des Chaumes*, which affords a good view of the town.

In front of the shady *Promenade des Terreaux* is a statue of Vauban (see below) by Bartholdi. On the right is the town Library and *Museum*. From the end of the Promenade we may descend to the left and skirt the old ramparts, past the triangular Promenade de la Porte-Neuve (view) to the *Promenade des Petits-Terreaux*.

The walk round the ramparts may be continued to the *Tour de l'Eschauguet*, with a picturesque flight of steps, and the *Tour Beurdelaine*, whence we ascend to the Grande-Rue.

Re-entering by the *Petite-Porte* (18th cent.) we follow the Rue Bocquillot (18th cent. houses) to the church of *St-Lazare* (1106), whose interesting but battered Romanesque façade retains a solitary statue. The columns of the nave have pleasing capitals. To the S. of the church, and communicating with it by a door which is adorned with a 15th cent. churchyard cross, is the *Lady Chapel* (12th and 15th cent.), formerly the church of St-Pierre. Opposite the church is the *Palais de Justice* in a much-restored mansion, while to the left is a charming 15th cent. dwelling. The *Porte de l'Horloge*, surmounted by a spire 160 ft. high, was erected in 1456 as the entrance to the mediæval town; on the first floor is the old Salle des Échevins, where the town-councillors met until 1772. Farther on are the *Convent des Ursulines* (1626) and the fine *Hôtel Condé* (now a school) with a Renaissance tower, and a 17th cent. gateway. Many of the narrow side-streets show attractive houses.—Avallon must not be confounded with Avalon (near Grenoble) where St. Hugh of Lincoln (St. Hugh of Avalon) was born.

Avallon is one of the most popular centres for excursions in the **Morvan**, a mountainous district bounded roughly by the valleys of the Yonne (W.), the Serein (N.E.), the Arroux (S.E.), and the Alène (S.), with wooded peaks rising to a height of 2958 ft. in the S. (Pic du-Bois-du-Roi, p. 330) and falling gradually to the N. and more rapidly to the S. It is a sparsely inhabited country of lakes and infant rivers, and in its wildest part are the springs of the Yonne. Accommodation for travellers is primitive and scanty, and the rustic simplicity of the Morvandais is a byword among the people of the surrounding valleys.

P.L.M. AUTOCAR TOURS FROM AVALLON

NOTE. The charge for shorter stages is c. 50–60 c. per km.

1. CIRCUIT DE VÉZELAY, 25½ m. (41 km.), on Mon., Wed., and Fri., starting from Avallon station at 2 p.m. (15 fr.; 4½ hrs.).—4½ m. *Pontaubert*, with a late 12th cent. church of the Hospitallers.—10½ m. (17 km.) **Vézelay** (p. 262).—13½ m. *Chaumots*.—19½ m. *Givry* (p. 263).—25 m. (41 km.) *Avallon*.

2. CIRCUIT DE LA PIERRE-QUI-VIRE, 34¾ m. (56 km.), on Thurs. and Sun., starting from Avallon station at 2 p.m. (21 fr.; 4½ hrs.).—We leave Avallon by the Autun road.—6¼ m. *Cussy-les-Forges*, with a 15th cent. church. We cross the *Romanée* and the *Creussant*.—11 m. *Beauvillers*, with the 17th cent. Manoir de Grésigny.—14¼ m. *St-Léger-Vauban* (railway, p. 266), the birthplace of Sebastien Le Prestre, Maréchal de Vauban (1633–1707), the great military engineer.

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His house (tablet) has been rebuilt.—17½ m. (28 km.) *La-Pierre-qui-Vire* (' turning stone '), is a Druidical monument, fabled to turn thrice on its axis at midnight on Christmas Eve, and bearing a statue of the Virgin (1853), The monastery of Ste-Marie de la Pierre-qui-Vire is a modern Benedictine house (1850) in romantic solitude, now used as a pension.—We return to St-Léger-Vauban.—24½ m. *St-Aubier*.—26 m. *St-Brauchet*.—29¾ m. *Marrault*.—34¾ m. (56 km.) *Avallon*.

3. Circuit de l'Avallonnais, 69½ m. (112 km.), daily from 1st July to 30th Sept., starting from Avallon station at 8.50 a.m. (42 fr.; 10 hrs.).—6½ m. *Cussy-les-Forges* (see p. 264).—17½ m. *La Pierre-qui-Vire* (see above).—24½ m. (39 km.) *Quarré-les-Tombes* (inns; luncheon; 12½ m. from Avallon by road viâ *Auxon*; railway, p. 266) derives its unusual surname from the stone tombs (c. 100 in number) arranged around the church. These tombs, of uncertain origin, are said to have been originally over 2000 in number.—29½ m. *St-Germain-des-Champs*.—31 m. (50 km.) **Chastellux** (*Inn*; 8¾ m. from Avallon) is a tiny village on the *Cure* (bridge of 1573) with a 13th cent. *Castle (restored in 1825) which has belonged to the family of Beauvoir de Chastellux since the middle ages. Visitors who ring at the main flight of steps (gratuity) are shown various handsome rooms with tapestries, interesting family portraits, weapons, etc. The chapel, on the first floor, has stained glass of the 15th cent. The village church contains family tombs.—At (35¾ m.) *Usy* a road diverges to the left for (5½ m.) *Bazoches*, with a 13th cent. castle, once the property of Vauban (see p. 264; his armour is in the Chambre du Maréchal), and a 12th cent. church with Vauban's tomb, whence his heart was removed by Napoleon to the Invalides in 1809. About 1¾ m. S. is the *Château de Vauban*, from which the marshal took his title.—We cross the Cure at (38½ m.) *Pierre-Perthuis*, with two bridges, one above the other, and a ruined stronghold where Philip Augustus held a meeting of his vassals in 1189.—At (41 m., 66 km.) **St-Père-sous-Vézelay** is the church of *St-Pierre*, one of the most beautiful Gothic buildings in Burgundy, possibly built by St. Hugh of Lincoln. The graceful tower (1240), with two rectangular stories and a third octagonal, is decorated with statues. Beneath the three-arched porch (14–15th cent.) are two statues (13th cent.) said to represent Girart de Roussillon (p. 262) and his Countess Berthe. Behind rises a gable, adorned with statues of saints, with a figure of Christ crowned by angels at the top. Within are a 13th cent. nave and a choir of the 15th cent. with 5 radiating chapels.—An older church of St-Pierre, S. of the village, retains some 10th or 11th cent. work.—We ascend the hill to (42½ m., 68 km.) **Vézelay** (p. 262).—54½ m. *Arcy-sur-Cure* (p. 261).—65¾ m. *Pontaubert* (see p. 264).—69½ m. (112 km.) *Avallon*.

4. Circuit de Chablis, 89½ m. (144 km.), on Mon., Wed., and Fri. from 11th July to 15th Sept., starting from Avallon station at 8.50 a.m. (48 fr.; 9¾ hrs.).—8 m. *Montréal* (p. 253).—12½ m. *L'Isle-sur-Serein*.—16 m. *Massangis*.—21¾ m. *Noyers* (p. 251).—29¾ m. *Poilly-sur-Serein*.—37½ m. (60 km.) **Chablis** (p. 251; luncheon).—52 m. *Cravant* (p. 258).—60¾ m. *Mailly-le-Château* (p. 259).—65¾ m. *Rochers du Saussois*.—75¾ m. *Voutenay* (p. 261).—87 m. *Sauvigny*.—89½ m. (144 km.) *Avallon*.

5. Circuit de Semur, 47 m. (76 km.), on Tues. and Sat., starting from Avallon station at 2 p.m. (28 fr.; 5 hrs.).—7½ m. *Ragny*.—13½ m. *Époisses* (p. 266).—21 m. (34 km.) **Semur** (p. 266).—28 m. *Bourbilly* (p. 268).—38½ m. *Sainte-Magnance* (see p. 266).—47 m. (76 km.) *Avallon*.

6. Circuit Avallonnais-Morvan, 97 m. (156 km.), on Thurs. and Sun. from 10th April to 30th June, starting from 44 Rue de Paris, Avallon, at 8.15 a.m. (from the station 5 min. later; 57 fr.; 9½ hrs.).—From Avallon to (17½ m.) *La Pierre-qui-Vire*, see above (Circuit 2).—38 m. *Lac des Settons* (p. 268).—41 m. (66 km.) **Montsauche** (p. 268; luncheon).—55¾ m. *Lormes* (p. 268).—From (65½ m.) *Chastellux* to (76½ m.) *Vézelay*, see above (Circuit 3).—85¾ m. *Sermizelles* (p. 261).—92½ m. *Pontaubert* (see p. 264).—97 m. *Avallon*.

7. Circuit du Morvan, 100 m. (161 km.), on Tues., Thurs., Sat., and Sun. from July to Sept., starting from Avallon station at 8.50 a.m. (55 fr.; 10 hrs.).—3¾ m. *Méluzien*, in the Cousin valley.—8½ m. *Moulin-Cadoux*.—16¾ m. (27 km.) *Quarré-les-Tombes* (see above, Circuit 3).—24¾ m. *Roche-du-Chien*.—35½ m. (57 km.) **Montsauche** (p. 268; luncheon).—38½ m. *Lac des Settons* (p. 268).—58½ m. (94 km.) **Château-Chinon** (p. 260).—80 m. *Lormes* (p. 268).—89½ m. *Chastellux* (see above).—92 m. *Rochers de St-André*.—100 m. (161 km.) *Avallon*.

Motor-buses run daily from Avallon to *Vézelay* (6 fr. 30 c.); to *Quarré-les-Tombes* (6 fr. 90 c.); to *St-Léger-Vauban* (8 fr. 70 c.); and viâ (8¾ m.) *Chastellux* to (18½ m., 30 km.) *Lormes* (9 fr. 60 c.).

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FROM AVALLON TO AUTUN, 54 m. (87 km.), railway in 3¾ hrs. (39 fr. 20, 26 fr. 45, 17 fr. 25 c.; P.L.M. autocar in summer, 75 fr.).—At (5½ m.) ***Maison-Dieu*** we diverge from the Semur line (see below).—8½ m. ***St-André-en-Terre-Plaine***, for (1½ m. W.) *Cussy-les-Forges* (p. 264). *Ste-Magnance*, 1¾ m. S.E., contains in its church the 12th cent. tomb of St. Magnantia, one of the Roman ladies who escorted the body of St. Germanus from Ravenna in 448.—13½ m. ***Sinceny-les-Rouvray***, whence omnibuses ply to (5½ m.) *St-Léger* (p. 264) and (9¼ m.) *Quarré* (p. 265).—18 m. *La Roche-en-Brénil* (inns) has a moated castle once occupied by Montalembert (1810–70), and still in the hands of his family. We cross the Argentale.

26¾ m. (43 km.) **Saulieu** (*Hôt. de la Poste*, R. 20–90 fr., L. or D. 30 fr.; ***de la Côte-d'Or***; noted cuisine at both), the largest town (2655 inhab.) of the Eastern Morvan, was the scene of 179 of the martyrdom of Andocius, Thyrsus, and Felix, whose tombs became a centre of pilgrimage. The ***Tour d'Auxois*** with the portion of wall adjoining is the sole relic of the town walls. ***St-Andoche**, the church of an abbey founded on the martyrs' tombs early in the 8th cent., is a good example of Burgundian Romanesque of the late 11th cent., though the choir, destroyed by the English soldiery in 1359, was reconstructed without taste in 1704. The W. front, with a Romanesque doorway restored by Viollet-le-Duc, has two square towers, one of which ends in a cupola of 1594. The capitals of the nave arcade are noteworthy; the 5th cent. sarcophagus of St. Andocius, in the choir, combines pagan and Christian symbols in its ornamentation. The stalls date from the 13th century.—The church of *St-Saturnin* on the Route d'Autun dates in part from the 11th cent.; in the churchyard are some granite tombs of the Gallo-Roman period. Saulieu is noted for its rich Burgundian cuisine.—On Wed. and Sat. an omnibus plies viâ *Thoisy-la-Berchère* (6½ m. E.), at which are an interesting castle (open Thurs. 2–4, or daily when the owner is not in residence) and three menhirs, to (9½ m.) *Mont-Saint-Jean*, with ancient houses, a castle keep, and a church (11–15th cent.) containing the remains of St. Pelagia.—From Saulieu to *Corbigny* and to *Semur*, see p. 268; to *Arnay-le-Duc* and *Beaune*, see p. 313.

32½ m. *Liernais* and (35½ m.) *Brazey-en-Morvan* are connected by a well-preserved section of the Roman Via Agrippina. We descend the valley of the *Trévoux*, noting on the left the octagonal church-tower (13th cent.) of *Bar-le-Régulier*.—At (39¾ m.) *Manlay*, the church occupies the remains of an old castle, with the keep as belfry.—Beyond (43½ m.) *Barnay* we cross the Trévoux (view to the right), the Arroux, and the Drée.—At (49½ m.) *Dracy-St-Loup* we join the line from Chagny (p. 332).—54 m. (87 km.) *Autun*, see p. 323.

From Avallon to *Nuits-sous-Ravières*, see p. 253.

Beyond Avallon we follow the Autun line as far as (40½ m.) *Maison-Dieu* (see above).—44¼ m. *Guillon*. At ***Savigny-en-Terre-Plaine***, 1¼ m. S., is a fine 12th cent. church. We cross the Serein.—47¾ m. *Époisses*, with a castle often visited by Mme de Sévigné.—As we approach Semur we obtain a *View of the town to the left.

56 m. (90 km.) **SEMUR-EN-AUXOIS** (*Hôt. de la Côte-d'Or*, good, R. 10–25 fr., L. or D. 15 fr.; ***du Commerce***; autocar from Avallon, see p. 265; from Dijon, see p. 277), with 2890 inhab., in a picturesque situation almost unrivalled in Burgundy, is one of the most interesting of the lesser towns of France. The cliffs rising abruptly from the Armançon on three sides, the four grim castle-towers guarding the narrow neck of land on the fourth, and the noble church of Notre-Dame rising high over all, retain for the place much of its mediæval appearance, while the quiet mansions of the Quartier du Château are relics of eighteenth-century prosperity.

Semur, the Roman *Sinemurum*, is the capital of the old district of ***Auxois*** (Pagus Alisiensis, comp. p. 253), which was united to the duchy of Burgundy (c. 1060) by Duke Robert I, son of Robert le Pieux, King of France. It was this duke, likewise, who founded the collegiate church of Notre-Dame. In 1478 the town suffered at the hands of Louis XI for its allegiance to Burgundy, and in

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1602, having afforded sanctuary to the Leaguers, the castle was dismantled by Henri IV.—The *Course de la Bague*, run on May 31st, is said to be the oldest established horse-race in France, having been instituted in 1566. Semur was the birthplace of the actress Anna Judic (Anne Damiens; b. 1849) and of the 'prince of commentators,' the learned Salmasius (Claude de Saumaise; 1588–1653), known for his controversy with John Milton.

In the *Place de l'Ancienne-Comédie*, at the entrance to the old town, are the Post Office, the Hôtel de Ville, in the buildings of an old Benedictine priory, and the *Musée*, containing a local geological collection, various local antiquities, and a picture gallery which includes a landscape by Corot.

The church of ***Notre-Dame**, one of the most striking examples of Burgundian Gothic art, dates in its present form largely from 1220–30. It was restored in 1450 and in 1844–54. The somewhat unsatisfactory W. front (14–15th cent.) has two square towers, one of which contains the great bell 'Barbe' (5¾ tons). The sculptures of the three W. doors are mutilated, but the *Porte des Bleds*, on the N. side, has preserved the finely carved Golden Legend of St. Thomas, though only a trace of the covering porch remains. The central tower with its stone spire is 190 ft. high.

The NAVE is unusually high in proportion to its width, and with the choir makes up a total length of 216 ft. The W. chapel of the N. aisle (baptistery) has an elaborately decorated entrance and contains a carved stone altarpiece; the 2nd chapel contains an Entombment of 1490, designed with great delicacy of expression; the fragmentary butchers' window, in the 4th chapel, and the drapers' window, in the 5th chapel (which has a fine 15th cent. grille), are the remains of a series set up by the town guilds. Behind the pulpit is a 15th cent. ciborium formerly used to hold the sacred oil, and covered with a finely sculptured pinnacle 16 ft. high. At the E. end of the aisle are a painted altar-piece (tree of Jesse) under a canopy (late 15th cent.) and a recumbent figure of St. Philomena. Opposite the pulpit is a painting on wood (German; 1612), and near the Porte des Bleds (see above) two paintings attributed to C. Vanloo.—The CHOIR, with 5 chapels, is surrounded by a fine arcade whose stilted arches are supported on heavy pillars, and by a well-porportioned triforium gallery, adorned with many sculptures. The remarkable keystone of the apse vault shows the Coronation of the Virgin in a framework of richly carved foliage. The fine railings of wrought and gilded iron on either side of the altar and a peal of little bells, called 'tintinnabula,' on the right, should be noted. The Lady Chapel contains a 14th cent. wooden Virgin and windows of the 13th cent. (restored).

The Place Notre-Dame and the Rue Buffon (r.) contain many old houses. The latter street, No. 8 in which (tablet) was the birthplace of Mme Judic, leads past a wrought-iron well-head to the *Porte Guillier* or *Sauvigny*, a 15th cent. gate with a barbican.

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Beyond, the Rue de la Liberté leads to the *Cours*, a long, shady promenade, whence the Rue du Champ-de-Foire (l.) leads to a small *American Soldiers' Cemetery*.

From Notre-Dame the Rue du Févret leads to the Rue du Rempart, built on the narrow isthmus formed by the windings of the Armançon, and traversing the site of the old CASTLE (13–16th cent.), of which only the four corner towers remain. The Tour de l'Ourle-d'Or contains a museum (open 9–11, 1–5), while the Tour Margot is occupied by the stage of the theatre. Beyond are the silent streets and secluded 18th cent. mansions of the Quartier du Château. The hospital occupies the mansion of the Marquis du Châtelet (comp. p. 177). The *Promenade du Rempart*, at the extremity of the rocky spur on which the town is built, affords a good view of the Armançon valley.

An interesting walk may be taken round the foot of the cliffs from the Pont Pinard (S.) to the Pont Joly (N.); this may be extended thence to the *Promenade des Quinconces* in a N. suburb, affording a good view of the town (station on the Saulieu line, see below).

Excursions may be made from Semur to (5½ m. W.S.W.; autocar from Avallon, see p. 265) the castle of *Bourbilly* (13th cent.) on the Serein, once the property of Mme de Sévigné; to (8½ m. E.N.E.) *Alésia* (p. 253; car from 1½ fr. per km.); or to (8½ m. N.E.) *Moutiers-St-Jean*, with the ruins of a 14th cent. abbey, viâ (3½ m.) *Genay*, near which is the *Menhir de Ste-Christine*, 10½ ft. high.

FROM SEMUR TO SAULIEU, CORBIGNY, AND NEVERS, 111 m. (179 km.), light railway in 15½ hrs. (62 fr. 70, 37 fr. 60 c.; no through trains; change at Saulieu and Corbigny). Starting from the P.L.M. station at Semur the train crosses the Armançon viaduct and calls at *Semur-Quinconces* (see above).—The church of (3¾ m.) *Courcelles-lès-Semur* contains realistically carved peasants' heads at the springing of the vaults.—8¾ m. *Précy-sous-Thil* (good inns). High above the village the ruined collegiate church and castle of *Thil* (11–12th cent.) are connected by a magnificent avenue of lime-trees.—Beyond (13½ m.) *Ste-Isabelle* we traverse the *Forest of Nissertault*.—18 m. (29 km.) **Saulieu** (p. 266).—From Saulieu to *Beaune*, see p. 313.—We ascend into the hilly Morvan (p. 264).—26¾ m. *Alligny-en-Morvan*, on the *Ternin*. We cross the watershed (2000 ft.) and enter the Seine basin.—35½ m. *Lac* or *Les Settons* (Hôt. de Lac, boats for hire; Villa des Pins; autocar from Avallon, see p. 265) lies on the shore of the *Réservoir des Settons* (10 m. round), formed in 1848–58 by the construction of a dam 876 ft. long and 65 ft. high across the Cure valley. The water thus stored up is used to create artificial floods on the Cure and Yonne during the timber-floating season (comp. p. 259).—37¾ m. **Montsauche** (*Hôt. de la Poste*, R. from 10 fr., L. or D. 16 fr.; *Terminus*; autocar from Avallon, see p. 265), pleasantly situated at the foot of the Signal de Montsauche (2175 ft.; view).

The line crosses the Chalaux valley on a lofty embankment and passes several small stations in attractive wooded country.—54½ m. **Lormes** (*Hôt. de la Poste*, R. from 10 fr., L. or D. 12 fr.; autocar from Avallon, see p. 265), an ancient town, of whose fortifications the Tour aux Loups alone remains.—Passing (60¾ m.) *Cervon*, with a fine church (11–12th cent., restored in the 15th cent.) and other ancient edifices, we descend into the Yonne valley.—65 m. (105 km.) **Corbigny**, see p. 260.—67½ m. *Chaumont-Chitry*. *Chitry-les-Mines* (r.) takes its surname from silver mines worked here in the 16th century.—76 m. *St-Révérien* (inn) has a remarkable 12th cent. *Priory Church, with curious Romanesque capitals and 16th cent. frescoes. About 1½ m. N.E. are the remains of a Gallic city, believed to have been *Gorgobina*, capital of the Boii.—A branch runs hence to (5½ m.) *Brinon-sur-Beuvron*.—84½ m. **St-Saulge** (*Hôt. du Commerce*, L. or D. 15 fr.) has a 16th cent. church with contemporary glass and an older crypt. *Jailly*, 1½ m. E., has a Romanesque church with a painted tympanum of the 15th cent. From St-Saulge a line runs viâ (10 m.) *Châtillon-en-Bazois* and (13 m.) *Tamnay-Châtillon* (p. 260), to (21 m., 34 km.) *Moulins-Engilbert* (Hôt. de l'Horloge), which has another station on the P.L.M. line (p. 260), and the ruins of a castle of the counts of Nevers.—95½ m. *St-Benin-d'Azy*.—109½ m. *Nevers-Ville*, in the Faubourg de [illegible].—111 m. (179 km.) *Nevers*, see p. 323.

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Beyond Semur the railway continues to descend the Lochère valley viâ (63 m.) *Pouillenay* (p. 254), junction for Épinac, and joins the main line from Paris to Dijon at (64¾ m., 104 km.) **Les Laumes** (p. 253).

Passengers for Dijon (36 m., 58 km. farther) change carriages here. The connection is poor; and the interval may be spent in visiting Alésia (p. 253) by motor-car from the hotel.

52. DIJON

DIJON (82,463 inhab.), on the Ouche and the Canal de Bourgogne, the chief town of the department of the *Côte-d'Or*, named from its wealth of vineyards, is the seat of a bishopric and a university, an important railway junction and industrial town, and the centre of the Burgundy wine-trade. With its clean, broad streets and fine squares, its important churches and its famous art collections in the former palace of the dukes of Burgundy, Dijon is one of the most attractive of French provincial capitals.

Railway Stations. *Dijon-Ville* (Pl. A 2; buffet), the main station, for all P.L.M. and Est trains; *Dijon-Porte-Neuve* (Pl. E 2), secondary station, on the branch to Is-sur-Tille; *Boulevard Sévigné* (Pl. A 2) for the light railway to Châtillon-sur-Seine and to Champlitte.

Hotels (buses meet the trains). *Hôt. de la Cloche (Pl. a; B 2), 14 Place Darcy, R. 15–80 fr., L. or D. 25 fr.; Moderne et du Jura (Pl. b; A 2), 14 Rue de la Gare, R. 15–60 fr., L. or D. 20 fr.; Chapeau Rouge, Rue Michelet (Pl. B 2), well spoken of, R. 12–45 fr., L. or D. 14 fr.; Central, opposite the Post Office (Pl. D 1), R. 18–70 fr., L. or D. 24 fr.; Terminus (Pl. c; A 2), opposite the station, R. 14–50 fr., L. or D. 15 fr.; de Bourgogne (Pl. d; B 2), 7 Place Darcy, R. 12–50 fr.; du Nord (Pl. e; B 2), 2 Rue de la Liberté, R. 12–25 fr., L. or D. 12 fr.; de Paris, Place de la Gare (Pl. A 2), R. from 15 fr.; etc.

Restaurants at the hotels. Also *Buffet de la Gare*, L. or D. 14 fr.; *Grande Taverne*, 20 Rue de la Gare; *du Marais*, 21 Rue Musette, D. 14 fr.; *Roussotte*, 6 Place d'Armes, L. 14 fr.; *Bosredon*, in the Parc; *aux Trois Farsans*, 6 Place d'Armes; *du Préaux-Clercs*, 13 Place d'Armes; etc.—Cafés: *Grande Taverne* (with cinema), see above; *de la Concorde*; *de la Rotonde*; *du Lion-de-Belfort*.—Confectioners (teas, ices, etc.): *Perrier*, Place d'Armes; *Bresson*, Rue Chabot-Charny; *au Prince de Condé*, 88 Rue de la Liberté.—Specialties of Dijon are gingerbread, 'cassis' (a black-currant liqueur), and mustard, the name of which has been whimsically connected with 'Moult me tarde,' the motto of Duke Philip the Bold.

Post Office (Pl. D 1), Place Grangier.—Syndicat d'Initiative, 34 Rue des Forges.—British Vice-Consulate, 4 Rue Pellatier-du-Chambure.

Banks. *Banque Nationale*, 1 Place Darcy; *Crédit Lyonnais*, 6 Rue de la Liberté.

Conveyances. Cabs: no fixed tariff.—Tramways (25–40 c.) run from the station to the *Parc* (red disc), to the *Cimetière des Péjoces* (blue disc), and to the *Rue des Trois-Ponts* (white disc); from the Octroi de Talant to the *Gare Porte-Neuve* (yellow disc); and from the Barrière de la Beaune to the *Caserne Heudelet* (green disc).—Motor-Buses ply to *Pontailler-sur-Saône* (p. 278), to *Chevigny*, to *Corcelles-lès-Cîteaux*, to *Seurre* (p. 291), and to *Fontaine-Française* (p. 277).—Autocar 'Circuits,' see p. 277.

Amusements. *Grand Théâtre* (Pl. C 2; Oct.–April), Place du Théâtre; *Cirque d'Été*, Bastion Tivoli; various cinemas.

History. Dijon (*Divio* or *Castrum Divionense*) is said to have been first fortified by Marcus Aurelius or Aurelian. It was converted to Christianity by St. Benignus, a 2nd cent. martyr in whose honour an important abbey was founded here (c. 525). The town was the capital of the early Burgundian kingdom (comp. p. 246), and afterwards of the powerful duchy, whose court attracted many of the greatest artists of the age. Under Philip the Bold, John the Fear-

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less, and Philip the Good (1363–1467) the splendours of Burgundy and of Dijon reached their height; but the death of Charles the Bold at the battle of Nancy (1477; comp. p. 164) left the race of the Valois dukes without male heir, and Louis XI, who seized the province in despite of the protests of the assembled States of Burgundy, set up a parliament at Dijon and fortified it to maintain his power. In 1513 the town endured a famous siege by 30,000 Swiss, Germans, and Franco-Comtois; it opened its gates to Henri IV in 1595. The bishopric dates from 1731. Dijon made a brave stand against Gen. Werder's Prussians in 1870, but was obliged to capitulate (Oct. 31st), and twice suffered occupation.—Dijon was the birthplace of the last three Burgundian dukes (see above); of the 'silver-tongued' Bossuet (1627–1704; p. 119); of the elder and more reputable Crébillon (1674–1762; house at 32 Rue Monge); of Rameau (1683–1764; house at 17 Rue Vaillant), the composer; of Maret, Duc de Bassano (1763–1839); of Claude Ramey (1751–1838) and François Rude (1784–1855), the sculptors; and of Alphonse Legros (1837–1911), the engraver. Buffon (p. 253) spent some years of his youth at No. 34 Rue Buffon.

The Rue de la Gare leads straight from the railway station to the PLACE DARCY (Pl. A, B 2), the animated tourist-centre of Dijon, with the chief cafés. The greater part of the square is occupied by a pleasant tree-shaded public garden, in which rises an ornamental water-tower. Towards the W. end is a bronze *Statue of François Rude (see above), by Joseph Tournois, facing which rises the *Porte Guillaume* (1786–88), at the beginning of the Rue de la Liberté, the busiest street in Dijon and the most direct route to the Museum and the old town. The first turnings on the left lead to the *Post Office* (Pl. B 2) in the Place Grangier. We, however, turn to the right immediately on entering the Rue de la Liberté and follow the Rue du Docteur-Maret, passing the former seminary (l.), to the Place Blanqui, in front of the cathedral.

The **Cathedral** (*St-Bénigne*; Pl. B 2), an interesting example of pure Burgundian Gothic, dating from the 13th cent., succeeds an earlier Romanesque basilica (1001–16), the apse of which existed until 1791. The principal doorway retains some fragments of the 12th cent. entrance; the relief in the tympanum (Stoning of St. Stephen) dates from the 18th century. The timber spire, 300 ft. high, was restored in 1896.—Below the gallery in the NAVE are the tombs of J. B. Legouz de la Berchère, first President of the Parliament (d. 1631), and his wife. The busts of the Apostles on the pillars are by Dubois, and the statues by Dubois, Attiret, and the elder Bouchardon (17–18th cent.). The S. aisle contains the fine tomb of Jean de Berbisey, and the tombstone of King Ladislas of Poland (d. 1388). The Crucifixion in the S. transept is ascribed to Guercino; the Woman of Samaria is by Ronot (1889). In the N. aisle are the tombs of Mgr. Rivet by Gasq, and of Claude Frémiot (d. 1670).—The CRYPT, filled up in 1791 but restored c. 1858, appears, apart from a few capitals added or recarved in the 12th cent., to be the original crypt of the first abbey church (6–10th cent.) and contains the remains of the tomb of St. Benignus. It is entered from the passage leading to the sacristy.

Adjoining the fine apse of the cathedral is the former Bishop's Palace (18th cent.); the present palace is in the

Boulevard Thiers.—To the S. of the cathedral stands the disused 12th cent. church of *St-Philibert* (Pl. B 3), which has a fine Romanesque side portal, a Gothic tower and spire of 1513, and three Latin inscriptions on the wall. The Rue Danton, on the S. side of this church, leads to *St-Jean* (Pl. B 3), a 15th cent. parish church with two towers flanking the apse. The wide nave and transept are lighted by large Flamboyant windows, surmounted by elaborately carved woodwork. Inscriptions record that Bossuet was baptized in this church in 1627 and that SS. Tetric, Gregory and Urban, bishops of Langres, are buried here.—To the E. of St-Jean opens the Place Émile-Zola (Pl. B 3), No. 12 in which was the birthplace of Bossuet (p. 270); monument, by Gasq, on the E. wall of the church. From the farther (N.) end of the Place the Rue Bossuet leads back to the Rue de la Liberté which it joins at the busy ' Coin du Miroir.'

We follow the Rue de la Liberté to the right. On the left opens the Place François-Rude, with a bronze fountain-figure of a vintager, by Girard. From this point to the Place d'Armes the Rue de la Liberté is flanked by 18th cent. houses of uniform style. The Maison Dubret (No. 83; Pl. C 2), at the corner of the Rue du Bourg, has a 16th cent. courtyard, and No. 8 Rue du Bourg, dating from Louis XIII, has a façade of the reign of Henri II. In the little Rue Porte-aux-Lions, to the left, are two timber houses and a stone house of the 16th cent. (restored).—The Rue de la Liberté now leads past the fine carved doorway of the Cour de Flore (see below) on the left, and reaches the Place d'Armes (Pl. C 2), a handsome semicircular ' place ' facing the old Palace of the dukes of Burgundy, and enclosed by arcades crowned with stone balustrades and occupied by shops. The Place was built in 1686 from the designs of Noinville.

The former ***Palace of the Dukes of Burgundy** (Pl. C 2), afterwards the *Logis du Roi*, and now forming, together with the Palais des États, the Hôtel de Ville, is the most notable secular building in Dijon. It contains the musée and the school of art. The Tour de la Terrasse (150 ft.; 1446), the Tour de Bar, the Salle des Gardes, and the kitchens and vaulted rooms on the ground floor are in part survivals of the ducal palace. These may be visited by applying to the caretaker.

Erected on Roman foundations, and added to from time to time, the old palace was abandoned after the death of Charles the Bold; but it was rebuilt by the States of Burgundy in the 17th century. The wings enclosing the main court-yard are the work of Mansart and two of his pupils (1682–86). The extreme left wing, with the Palais des Beaux-Arts, dates only from 1852.—To the E. of the main courtyard is the *Cour de Bar*; within the gloomy tower at its N.E. corner was imprisoned René d'Anjou, Duc de Bar, in 1431. On the left, at the foot of the charming Escalier de Bellegarde (1620), is a bronze statue of Claus Sluter (see p. 272), by Bouchard.—To the W. of the main courtyard is the *Cour de Flore*, also entered from the Rue de la Liberté, and overlooked by the Salle des États, which has a vestibule by Mansart and a doorway with Louis XIV's emblem and device, *Nec pluribus impar*, beneath the arms of Burgundy. The

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Chapelle des Élus (1740), at the N.E. corner of the court, has good carved oaken doors.—The Academy of Dijon (founded 1740) meets in one of the halls of the Hôtel de Ville; it was this enlightened body that 'crowned' in 1750 Rousseau's essay on the morality of the Arts and Sciences.

The ****Musée** (Pl. C 2), one of the richest of French provincial art collections, is entered from the Place Rameau, on the E. of the Palace. It is open daily from 9–12 (except Mon.) and 1–4 or 5; adm. free on Sun. and Thurs. afternoons, at other times 2 fr. Its chief treasures are the tombs of Philip the Bold and of John the Fearless and Margaret of Bavaria (p. 273), two exquisite altar-screens of the dukes of Burgundy, and the sculpture of Claus Sluter and François Rude (p. 270).

Ground Floor.—Musée de Sculpture or Musée Rude, to the left. In addition to original works and casts illustrating the art of François Rude of Dijon, the rooms of this musée contain an interesting collection of French sculpture by Cabet, Schroeder, Frémiet, Chapu, and others. Room V is mainly devoted to works by *Claus Sluter*, a Netherlandish sculptor employed at the court of Philip the Bold c. 1395–1406. The head of the Christ from the Well of Moses (p. 276) is preserved here. From this room we enter the *Kitchen of the ducal palace, a square vaulted chamber of 1445 with three great chimneypieces. It contains a few sculptures of the Burgundian school (15–16th cent.), etc.—Returning to the entrance-hall we ascend to the—

First Floor, on which are the Picture Gallery and several rooms devoted to collections of applied art.—Rooms III–VI contain the Trimolet Collection of paintings, furniture, faience, glass, ivory, enamels, locksmith's work, caskets, etc. In the centre of Room IV is a gold enamelled badge with the combat of Hercules and Acheloüs, perhaps by *Benvenuto Cellini*. Among the paintings are portraits by *Clouet* (RR. IV and V) and *Antonis Mor* (R. V); Elizabeth Brandt, the artist's first wife, by *Rubens* (R. V); and a Virgin and Child by *Leonardo da Vinci* (R. VI).—Room VII. Admirable drawings by *Prud'hon*.—Room VIII, or *Grand Salon de Peinture Moderne*, contains mainly French paintings.—In Room IX is a *Ceiling Painting by *Prud'hon* representing Burgundy triumphant over Death and Time, and surrounded by the Virtues and the Arts, copied from Pietro da Cortona's ceiling in the Barberini Palace at Rome; copies of antique statues; *Rude*, *Hebe playing with Jupiter's eagle.—Room X contains sketches by old masters.—Room XI. Pastels by *Rosalba Carriera* and *Quentin de la Tour*, etc.—Room XIII (Salle Gothique). *Neri di Bicci*, Virgin and Child; *Perugino*, Virgin and Child; *15th cent. Burgundian School*, Christ with donors, and two leaves of an altarpiece; below, a gold and silver bas-relief (French, 16th cent.) and an altar-front (1674) from the Sainte-Chapelle at Dijon; *Maître de Flémalle*, *Adoration of the Shepherds (15th cent.); *Jean Dubois*, *Assumption (terracotta).

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ROOM XIV, or SALLE DES GARDES, is a magnificent and lofty apartment, with a monumental chimneypiece by Jean Dangers (1504). In the centre are the famous tombs of the dukes of Burgundy from the Chartreuse de Champmol (p. 275), which were broken to pieces at the Revolution and restored in 1827.

The **TOMB OF PHILIP THE BOLD (1384–1411) rests on a black marble plinth. Around the four sides are arcades surmounted by an openwork gallery and supported by richly decorated pilasters. Beneath the arcades are 40 statuettes representing personages of the ducal household and monks of various orders. Above is the recumbent figure of Philip, with two angels supporting his helmet. The sculptures are the work of *Claus Sluter* and his nephew *Claus de Werve*; the architectural ornament is by *Jacques de Baërze*.—The *TOMB OF JOHN THE FEARLESS AND MARGARET OF BAVARIA, his wife (1444–70), by *Juan de la Huerta* and *Antoine Le Moiturier*, is similar in conception to that of Philip the Bold; but the richness of the ornamentation rather detracts from the general effect. Two lions lie at the feet of the statues, and four angels support the duke's helmet and the duchess's coat of arms. The plinth is encircled by a procession of mourners.

On the wall opposite the windows are the two **ALTARPIECES OF THE DUKES OF BURGUNDY, the work of *Jacques de Baërze*, made in 1391 by order of Philip the Bold to decorate the newly founded Chartreuse de Champmol (p. 275). The exterior of one of these is adorned with paintings (Annunciation, Presentation, Visitation, Flight into Egypt) by *Melchior Brœderlam*, which are especially interesting as examples of Flemish painting before the advent of the Van Eycks. The corresponding paintings of the other have been removed. The inside of each shutter of both altarpieces is adorned with five figures of saints. Beneath richly ornamented Gothic baldacchinos are haut-reliefs of the following subjects: on the first altarpiece, the Adoration of the Magi, Calvary, Entombment; on the second, Beheading of St. John the Baptist, Martyrdom of various saints, Temptation of St. Anthony.—By the walls (r. to l.) are: *Hugues Sambin*, Entrance gate of the Palais de Justice; *Houdon*, Bust of Maleteste; *Bridan*, Bossuet; portraits of the Dukes of Burgundy; 15th cent. painting on stone (Christ between donors); 15th cent. altarpiece from Clairvaux below a 16th cent. *Tapestry (Dijon besieged by the Swiss); *Caffieri*, Bust of Piron.—Between the tombs is a case containing a 12th cent. crozier; a sword (temp. Charles VII) said to have belonged to Joan of Arc; two knives belonging to Philip the Good's carver; St. Bernard's porringer, etc.—Opposite the chimneypiece is a finely carved minstrels' gallery.

ROOM XV contains the continuation of the picture gallery, and includes works by Italian, Flemish, and other foreign

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masters: *Frans Hals*, *Laughing Child; *Andrea del Sarto*, *St. John; *Tintoretto*, Assumption; *Rubens*, Descent from the Cross; *Gainsborough*, Old Man, etc.—Room XVIII, or *Salle Grangier*, in the Tour de Bar, has a fine chimneypiece, and contains good pictures and a collection of furniture, ivories, enamel, and other works of art.—On leaving Room XXII we turn to the right to reach the main staircase.

In the N.E. portion of the left wing of the Palace (ground floor) is the Musée Archéologique (open Sun. 12–3; on other days apply to the concierge in the Tour du Bar), containing a fine collection of prehistoric, Gallo-Roman, and Merovingian antiquities, shortly to be transferred to the old Seminary.

Behind the right wing of the Palace runs the picturesque Rue des Forges, with several fine old mansions, notably the 15th cent. *Hôtel Chambellan* (Nos. **34–36**; shortly to contain a historical museum), the Renaissance *Maison Milsand* (No. 38), and the well-restored *Présidial* (No. 40) and No. 56. At the E. end of the street opens the Place Ernest-Renan, with the church of ***Notre-Dame** (Pl. C 2), a remarkable monument of the 13th cent. Burgundian style. The *W. Front* has a deep triple porch, above which are arcaded galleries separated by broad friezes, richly decorated with human and animal grotesques of the liveliest fantasy, an arrangement unique in Gothic architecture. The façade is graphically described in 'L'Oblat' by Huysmans. The S. corner-turret supports the famous *Jacquemart Clock, attributed to Jacques Marques, a Flemish craftsman, and carried off from Courtrai by Philip the Bold in 1382. The trophy is said to have been selected by Froissart for the duke.

The interior, though not large, is light and harmonious. The tower above the crossing was rebuilt with modifications in 1880–85. In the N. aisle and transept are remains of 13th cent. mural paintings, and five lancets with 13th cent. glass. The chapel on the right of the choir contains a much-venerated 'Black Virgin' which has been known as *Notre-Dame-du-Bon-Espoir* since the siege of 1513 (p. 270). In the sacristy is a group of the *Assumption*, regarded as the masterpiece of Dubois; the 16th cent. glass here (much restored) is noteworthy.

The Rue de la Préfecture, in which is the picturesque *Hôtel de Dampierre* (No. 40), leads N. from the church to the *Préfecture* (Pl. C 1, 2), in a mansion of 1739. We follow the Rue Babeuf along the N. side of the church, passing the *Hôtel de Vogüé* (No. 8; 1614). In the Rue Jeannin, farther E., is the *Hôtel des Archives* (Pl. D 2; adm. daily except Sun., 10–12 and 1–4), occupying a rebuilt 15th cent. town hall, and containing a 12th cent. Evangelistary bound in ivory, etc.

The quaint streets to the N. of this point abound in attractive old houses.—In the Rue Verrerie, No. 29, is the *Hôtel de St-Seine* of 1664.—In the Rue Chaudronnerie (r.) we note No. 1, No. 3, and No. 28, the late-Renaissance *Maison des Cariatides*.—From this street diverges (l.) the Rue Proudhon, with a Renaissance clock-tower, the sole relic of the church of St-Nicolas, destroyed in 1792.—The Rue Verrerie ends at the Rue d'Assas, in which is the house (tablet) where the Dijon Academy crowned Rousseau's first work in 1750 (p. 272).—At the crossing of the Rue J.-J.-Rousseau is a monument to Garibaldi, whose volunteer corps fought with the French against the Prussians at Dijon in 1870 (p. 270).—We turn S. along the Rue Vannerie, in which No. 39 is the former *Hôtel Charbonnaire-de-Montigny*, with a Louis XV portal and a Louis XVI staircase; No. 66 is a charming oriel window.

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From the Hôtel des Archives we may proceed direct to the *Place du Théâtre* (Pl. C 3), with the former church of *St-Étienne*, now the Bourse de Commerce, once the cathedral, rebuilt in the 15–17th cent. but still preserving Romanesque elements. Behind it stands the church of **St-Michel** (Pl. D 2, 3), begun in 1499 and consecrated in 1529, notable for its Renaissance front (1661), though the general style is Gothic.

Of the three deep-set doors of the W. front, one (the S.) has the sculptures in its vaulting arranged concentrically, in the usual Gothic manner; on the two others the subjects are divided up into panels. The bas-reliefs of the Last Judgment in the central tympanum is by Nicolas de la Court. The two heavily buttressed towers are divided into four stories, the windows of each being framed in a classic order.

To the S.W. of the Place du Théâtre we follow successively the Rue Chabot-Charny, the Rue des Bons-Enfants (r.), and the Rue Philippe-Pot (l.) in order to reach the ***Palais de Justice** (Pl. C 3; concierge at No. 8 Rue du Palais), begun in the reign of Louis XII as the meeting-place of the Parlement of Burgundy. The picturesque façade in the Place du Palais, the peristyle, and the large hall with a timber roof resting on carved beams are the work of Hugues Brouhée (1574).

At the end of the spacious *Salle des Pas-Perdus* is a chapel with good wood-carvings. The *Chambre Dorée*, the former audience chamber (1520), and the *Salle des Assises* have handsome ceilings. In the *Cabinet du Premier-Président* will be noted a fine chimneypiece and a head of Christ attributed to Van Eyck.

Behind the Palais de Justice, in the Rue Amiral-Roussin, which rejoins the Rue Chabot-Charny, is the former Collège des Godrans, now occupied by the *École de Droit* (Pl. C 3) and the *Public Library* (open daily, except Sun., 10–5 or 6), which includes among its treasures a portion of a 15th cent. Cistercian breviary, wrongly called the breviary of St. Bernard. The Rue Chabot-Charny ends in the *Place du Président-Wilson* (Pl. C 4), a large circular open space with a fountain. Hence the Cours du Parc, an avenue of limes (1 m.; tramway 25 c.) leads S. to the Parc (84 acres; fine trees) laid out by Le Nôtre about 1670 for Condé the Great, then governor of Burgundy.

From the Parc we may return to the Place Darcy and the station by tramway. —From the Place Wilson the broad *Boulevard Carnot* (Pl. D 3) leads N.E. to the *Place du Trente-Octobre* (Pl. E 2), with a monument commemorating the defence of 1870. A little N.E. is the Gare-Porte-Neuve (p. 269).—The *Boulevard Thiers*, passing the Lycée Carnot, leads thence N.W. to the *Place de la République* (Pl. D 1), in which is a monument to President Carnot (1837–94).—In the *Place Étienne-Dolet* (Pl. C 1), reached by the Boulevard La Trémouille, is a statue of St. Bernard by *Jouffroy* (1847), on a pedestal supported by figures of Pope Eugenius II, Louis VII, Hugh the Peacemaker, Abbot Suger, Peter the Venerable, Abbot of Cluny, and Hugh de Paganis, founder of the Order of Templars.—Hence the Boulevard des Brosses leads to the Place Darcy.

About ½ m. W. of the Place Darcy once stood the **Chartreuse de Champmol**, on a site occupied since 1843 by a large lunatic asylum. It is reached most directly from the Place viâ the Rue des Perrières (Pl. A 2); but the alternative route viâ the Boulevard Sévigné (Pl. A, B 2) and the Route de Plombières (Pl. A 2) affords an opportunity of visiting the

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Promenade de l'Arquebuse (with a natural history museum, open Sun. 1–5) and the adjoining good *Botanical Garden* (open daily).

The Chartreuse, founded in 1383 by Philip the Bold as a burial-place for the ducal house, was lavishly decorated by the eminent artists who crowded the Burgundian court in the 14th and 15th centuries. It was destroyed in 1793. Some idea of the magnificence of its contents may be gleaned from the ducal tombs and the altarpieces now in the Musée (p. 272); but the remaining fragments of the buildings themselves are few. These include an isolated staircase tower, which led to the oratory of the dukes in the chapel, a well of the 15th cent., and the portal now forming the entrance to the present modern chapel. This portal is enriched by life-size statues, by Claus Sluter, of Philip the Bold (l.) and Margaret of Flanders (r.), with their patron saints. The most important relic of the Chartreuse is the ***Well of Moses** (*Puits de Moïse*), another work by Claus Sluter (1395–1406). This is a hexagonal pedestal of stone, rising from a well and originally forming the base of a Calvary. It is surrounded by six noble statues of Moses, David, Jeremiah, Zachariah, Daniel, Isaiah, remarkable for their realism and vivid characterization. Over each is inscribed a prediction of the death of Christ. Above are charming figures of angels with wings outspread to support the corbel table from which rose the Cross. This beautiful monument was originally coloured and adorned with gold. The head of the Christ is preserved in the Musée (p. 272).

A pleasant excursion (5½ m. S.W. in 4 hrs.) may be made, viâ (5 m.) *Corcelles-les-Monts*, to *Mont Afrique* (1916 ft.), which affords a magnificent view of the Jura Mts., and, in clear weather, of Mont Blanc. On the top is an electric light-house for air traffic.

Talant (1¾ m. N.W.) has an interesting church (1208–12), with a bas-relief of St. Hubert and two 16th cent. tombs. Less than a mile farther is *Fontaine-lès-Dijon*, the birthplace of St. Bernard (1091–1153), with a 15th cent. church, behind which are a tower of the castle of Tecelin le Roux, father of the saint, the *Chapelle des Feuillants* (1614) on the site of the room where St. Bernard was born, and a handsome modern church.

From Dijon to Fixin and Beaune, 37½ m. (60 km.), light railway in 3¾–4 hrs. (10 fr. 85, 7 fr. 75 c.), starting from Porte Neuve station (Pl. E 2). This line, which is much longer than the main line (Rte. 60), traverses the 'Arrière Côte.'—7½ m. (12 km.) *Fixin*, with the *Parc Noisot*, formerly the property of an officer of the First Empire, with a bronze *Statue by *Rude*, entitled 'The Awakening of Napoleon.' Near by are a bust of Rude by Cabet, and, opposite, the tomb of Noisot. Above is a belvedere affording a fine view.—8½ m. *Gevrey-Chambertin*, see p. 311.—From (23½ m.) *Meuilley*, a branch runs to (5 m.) *Nuits-St-Georges* (p. 311).—37½ m. (60 km.) *Beaune*, see p. 311.

About 14 m. S. of Dijon by road (reached also by railway, see pp. 310–311) is the **Abbaye de Cîteaux** (Lat. *Cistercium*), from which the Cistercian order derives its name. Founded in 1098, the order owed much of its importance to the zeal of St. Bernard, who settled here with his brothers in 1114, and helped to found the four 'daughter' abbeys of La Ferté (p. 316), Pontigny (p. 251), Morimond (p. 193), and Clairvaux (p. 171). Of the last named the saint himself became abbot. From these in turn sprang many Cistercian communities, so that within a century from its creation the order embraced more than 1000 monasteries in Europe and Palestine. The original rule of the Cistercians was inspired by that of St. Benedict, but it developed with more austerity. The order was twice reformed (in the 16th and 18th cents.), and the abbey of Cîteaux was suppressed in 1790. After a short-lived attempt to found a 'phalanstère' on the lines advocated by Fourier (1840), an agricultural colony was established here by the Abbé Rey (1846); this prospered until 1888. The abbey is now private property (adm. by permit). The buildings are mainly of the 18th cent., but they include a disused 12th cent. chapel and an interesting 15th cent. monastic structure with a glazed brick front, some remnants of a Gothic cloister, and a vaulted hall.

From Dijon to Châtillon-sur-Seine. *A. Viâ Is-sur-Tille* (62½ m. in 3–3½ hrs.), see p. 192.—*B. Viâ Nuits-sous-Ravières* (78 m. in 2½–3¾ hrs.), see pp. 252–255.—*C. Viâ St-Seine-l'Abbaye*, 66½ m. (107 km.), light railway in 7 hrs. (19 fr. 10, 14 fr. 10 c.). Starting from the Boul. Sévigné (Pl. A 2), the line runs through Dijon to the Porte-Neuve station (Pl. E 2).—7½ m. *Messigny* has a 14th cent. church and many old houses.—15 m. *Val-Suzon-Haut*, charmingly situated.

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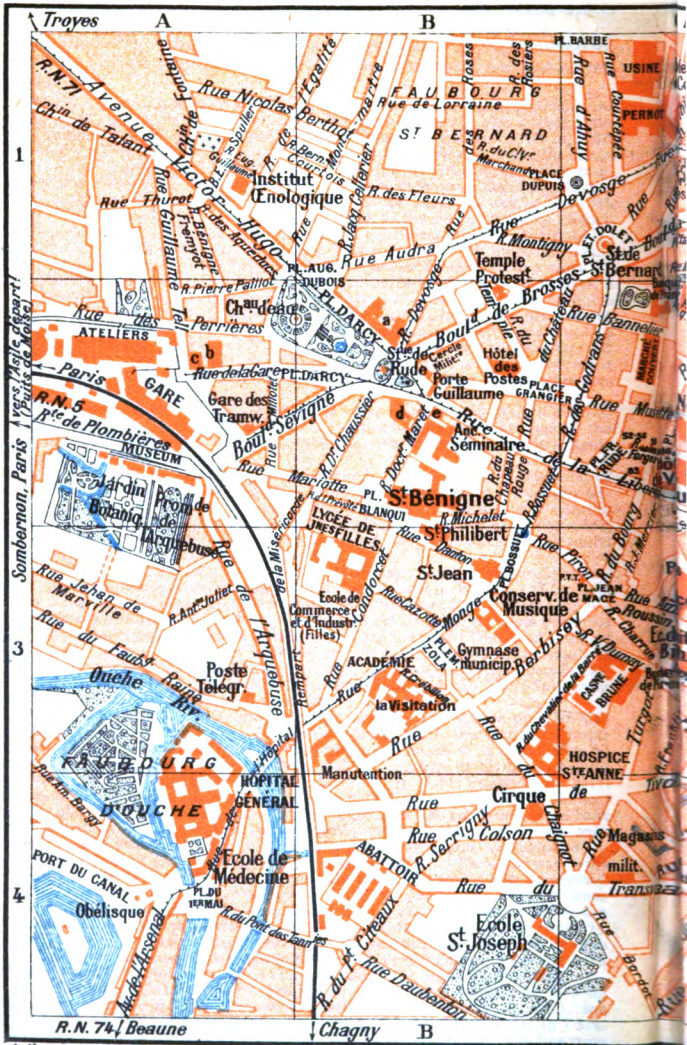
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Avenue Victor Hugo
Institut Œnologique
Rue Nicolas Berthot-Berthault
Rue de Lorraine
FAUBOURG
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PL. BARBE
USINE
PERNOT
Rue d'Auxy
Rue Devosge
Rue Montigny
Temple Protest.
Stade St Bernard
Ch. de Talant
Rue des Perrières
ATELIERS
Paris
GARE
R.N. 5
Rte de Plombières
Gare des Tramw.
Boul. Sévigné
MUSEUM
Jardin Botaniq.
Prom. de la Arquebuse
Rue de l'Arquebuse
Rue de la Miséricorde
Rue Jehan de Marville
Rue du Faubt Raines
Poste Telégr.
Ouche
Rempart
Rue Mariotte
Rue Docteur Maret
Rue Audra
Rue Berbisey
Rue Monge
Rue Lazoski
Rue Condorcet
Rue Amiral Roussin
Rue Chaussier
Rue Michelet
Rue Bossuet
Rue Piron
Rue du Bourg
Rue Charrue
Rue Turgot
Rue Fleurs
Rue Roses
Rue Rosiers
Rue Cuvier
Rue Longvic
Rue Bannelier
Rue Fontaine
Rue Guillaume Tell
Rue Frémyot
Rue Pierre Pallot
Rue Bonaparte
Rue des Aqueducs
Rue Berbisey
Rue Courlois
Rue Roger Caillerier
Rue Sambin
Rue Jean Mace
Rue Houssaye
Rue Charrin
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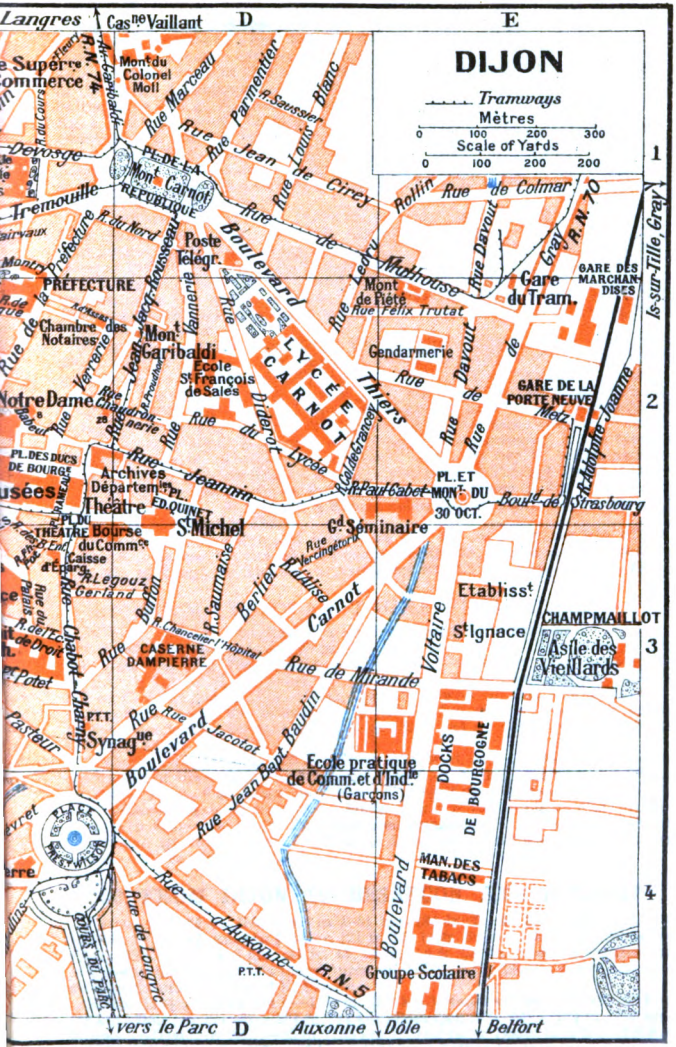

8-29 Imp. Dufrénoy, Paris.

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—23½ m. (38 km.) **St-Seine-l'Abbaye** (*Hôt. de la Poste*, R. from 10 fr., L. or D. 13 fr.) owes its name to a Benedictine abbey founded in the 6th cent. by St. Seine (Sequanus). The early 13th cent. church, with additions of the late 14th and early 15th centuries, contains 18th cent. stalls, and 22 paintings (16th cent.) of the life of the saint. A monument erected by the City of Paris (1867) marks the source of the Seine, c. 6 m. N.—35½ m. *Poiseul-la-Grange*.—44½ m. *Aignay-le-Duc* (inn) has a 13th cent. church containing a 16th cent. stone altarpiece.—At (48½ m.) *Quemigny* we debouch into the valley of the Seine.—56 m. *Aisey-sur-Seine*, whence a branch-line runs viâ (8 m.) *Villaines-en-Duesmois*, with many interesting buildings and a subterranean river, to (16 m., 26 km.) *Baigneux-les-Juifs* (inns), so called from a Jewish colony of the 13th and 14th centuries.—66½ m. (107 km.) *Châtillon-sur-Seine*, see p. 176.

FROM DIJON TO CHAMPLITTE, 37¼ m. (60 km.), light railway in 3¾–4 hrs. (10 fr. 85, 7 fr. 75 c.).—8½ m. *Arc-sur-Tille*, with marble quarries.—17½ m. *Mirebeau* (910 inhab.; Hôt. de l'Écrevisse), on the line from Is to Gray (see p. 192), is a decayed little town, once walled, with an interesting church (13–14th cent.).—27½ m. *Fontaine-Française* (inn), with an 18th cent. château visited by Voltaire, was the scene of a victory of Henri IV over the Leaguers in 1595. This was a French fief within the duchy of Burgundy; hence its surname.—37¼ m. (60 km.) *Champlitte*, see p. 181.

FROM DIJON TO ÉPINAC-LES-MINES, 42¼ m. (68 km.), railway in 3¾ hrs. (30 fr. 65, 20 fr. 70, 13 fr. 50 c.). The railway traverses the pretty valley of the Ouche, passing (3¾ m.) *Plombières* and (6¾ m.) *Velars*, served also by the main line (p. 255).—11¾ m. *Pont-de-Pany*, with (50 min. S.E.) the imposing *Château de Montculot* or *d'Urcy* (18th cent.) where Lamartine composed some of his 'Meditations.'—15½ m. *Gissey* and (20½ m.) *La Bussière* have interesting churches.—24 m. *Pont-d'Ouche* is about 5 m. S.E. of the castle of *Châteauneuf*, a fine type of Burgundian feudal architecture, on a steep bluff. Its two E. towers and the charming 15th cent. dwelling on the N.E. were built by Philippe Pot (p. 332).—At (28 m.) *Bligny-sur-Ouche* the line from Beaune to Saulieu (p. 313) is crossed.—34¾ m. *Ivry-Cussy*. At Cussy is a Roman column 40 ft. high.—42¼ m. (68 km.) *Épinac-les-Mines*, see p. 332.

From Dijon to *Besançon* and *Belfort*, see Rte. 53; to *Bourg*, see Rte. 57; to *Dôle* and *Lausanne*, see Rte. 55; to *Geneva*, see Rte. 58; to *Mâcon* and *Lyons*, see Rte. 60; to *Nancy*, see Rte. 40; to *Nevers*, see Rte. 62; to *Paris*, see Rte. 49.

P.L.M. AUTOCAR TOURS FROM DIJON

NOTE. The charge for shorter stages is 50 c. per km.

1. CIRCUIT DE BOURGOGNE, 90 m. (146 km.), on Sun. and Thurs. from July to Sept., starting from Place Darcy at 8.20 a.m. (5 min. later from the station; 50 fr.; 9¼ hrs.).—6¾ m. *Fixin* (p. 276).—8 m. *Gevrey-Chambertin* (p. 311).—11¾ m. *Clos-Vougeot* (p. 311).—15 m. *Nuits-St-Georges* (p. 311).—26 m. (42 km.) *Beaune* (time to visit the Hôtel-Dieu; p. 311).—52 m. (84 km.) *Pouilly-en-Auxois* (p. 254; luncheon).—79½ m. *Val-Suzon* (p. 276).—88¾ m. *Talant* (p. 276).—90 m. (146 km.) *Dijon*.

2. CIRCUIT DE L'AUXOIS, 105 m. (169 km.), on Wed. and Sat. from July to Sept., starting from Place Darcy at 8.20 a.m. (5 min. later from the station; 60 fr.; 10 hrs.).—10 m. *Val Suzon* (p. 276).—16 m. *St-Seine-l'Abbaye* (see above).—24¾ m. *Chanceaux*.—40¼ m. (65 km.) **Alésia** (½ hr.; p. 253).—44¾ m. *Flavigny-sur-Ozerain* (p. 254).—55½ m. (89 km.) **Semur-en-Auxois** (p. 266; luncheon).—69½ m. *St-Thibault* (p. 254).—74 m. *Vitteaux* (p. 254).—80 m. *Grosbois*.—86½ m. *Sombernon*.—105 m. (169 km.) *Dijon*.

53. FROM DIJON TO BESANÇON AND BELFORT

RAILWAY, 116¾ m. (188 km.) in 4–6½ hrs. (84 fr. 70, 57 fr. 15, 37 fr. 25 c.); to *Dôle*, 29 m. (47 km.) in ¾–1½ hr. (21 fr. 15, 14 fr. 30, 9 fr. 30 c.); to *Besançon*, 57 m. (92 km.) in 1½–3 hrs. (41 fr. 45, 28 fr., 18 fr. 25 c.). For the greater part of the way the line ascends the picturesque valley of the Doubs, one of the most striking natural features of E. France.

ROAD, 114¼ m. (184 km.).—19¾ m. (32 km.) *Auxonne* (see below).—29¾ m. (48 km.) **Dôle** (see below).—58¼ m. (94 km.) **Besançon** (Rte. 54).—78¼ m. (126 km.) *Baume-les-Dames* (p. 280).—95 m. (153 km.) *L'Isle-sur-le-Doubs* (p. 280).—106¾ m. (172 km.) *Héricourt* (p. 281).—114¼ m. (184 km.) **Belfort** (p. 184).

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Dijon, see Rte. 52. The line crosses the Ouche twice before reaching (5½ m.) *Neuilly-lès-Dijon*.—11¾ m. *Genlis* has a good 18th cent. château. The church of *Rouvres-en-Plaine*, 5 m. W., contains a noteworthy 15th cent. font-cover and sculptures by Claus Sluter (?) and Dubois.—At (18½ m.) *Villers-les-Pots* we cross the line from Gray to Chalon.

19¾ m. (32 km.) **Auxonne** (*Buffet*; *Hôt. du Grand-Cerf*; *St-Nicolas*), pron. 'Aussonne,' a quiet country town (3639 inhab.) and dismantled fortress, is attractively situated on the left bank of the Saône. The church of **Notre-Dame* (1309–60), on the site of an earlier Romanesque church of which one tower survives, has a portal of 1516 adorned with beautiful sculptured figures of prophets, and a tower and spire (230 ft.) of the same period. The interior is characteristic of the Burgundian Gothic style. The former *Arsenal* (1674) is now a market, and the Renaissance *Château* has been turned into barracks. In the square is a bronze statue, by Jouffroy, of Napoleon, who was quartered here in 1788–89 with his regiment.

From Auxonne to Chalon-sur-Saône, 43½ m. (70 km.), railway in 2½ hrs. (31 fr. 55, 21 fr. 30, 13 fr. 90 c.).—1¾ m. *Villers-les-Pots* (see above).—We cross in turn the Tille, the Ouche, and the Canal de Bourgogne.—11 m. *St-Jean-de-Losne* is on the line from Dijon to Bourg (p. 291), which we follow viâ (16¾ m., 27 km.) *Pagny* (p. 291) to (20½ m., 33 km.) *Seurre* (p. 291). Here we diverge S.W. and cross the Saône.—32½ m. (52 km.) *Allerey* (p. 313), a junction for Beaune, Chagny, and Dôle.—35½ m. *Gergy* has a fine bridge over the Saône erected by Mme Boucicaut of the Bon Marché at Paris.—43½ m. (70 km.) *Chalon*, see p. 314.

The line from Auxonne to (23 m., 37 km.) *Gray* (p. 181), viâ (1¼ m.) *Villers-les-Pots* (see above) and (10 m.) *Pontailler*, ascends the valley of the Saône.

We cross the Saône.—Beyond (26¾ m.) *Champvans* the line tunnels through a spur of the *Mont Roland* (1150 ft.), which has been arbitrarily associated with Charlemagne's famous nephew.

29 m. (47 km.) **DÔLE** (*Buffet*; **Hôt. de Lyon*, R. from 15 fr., L. or D. 15 fr.; *de Genève*, R., L. or D. from 14 fr.; *de la Cloche*; *du Panier Fleuri*), a town of high antiquity and an important railway junction (16,361 inhab.), is pleasantly situated above the right bank of the Doubs and the Rhône and Rhine Canal.

Dôle, which was probably a Gallo-Roman stronghold, became the earliest capital of the counts of Burgundy, and in the 12th cent. their castle was enlarged by Frederick Barbarossa. It was afterwards the chief town of Franche-Comté, and the seat of a university founded in 1423; but Charles d'Amboise, who seized it for Louis XI in 1479, razed it to the ground save for three houses. Charles V rebuilt the walls (1540–61), and in 1636 Dôle successfully resisted a long siege by Condé. It was dismantled by Louis XIV, who transferred the parlement and the university to Besançon.—Among famous Dôlois are Gen. Malet (1755–1812), who plotted Napoleon's overthrow, and Louis Pasteur (1822–95), the scientist.

The Rue de Besançon and its continuation the Rue des Arènes form the chief thoroughfare of the little town. Coming from the station we cross the Rue de Besançon to reach the late-Gothic church of *Notre-Dame*, begun in 1509, with a tall belfry and some surviving scars of the siege of 1636. It

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contains several interesting fragments of tombs. The *Hôtel de Ville*, adjacent, in the Place Nationale, has a porch taken from the former parliament-house of Franche-Comté (16th cent.). In the Rue de Besançon we note the 'Cave d'Enfer' (No. 53), with an inscription recalling the desperate resistance in 1479; and in the Rue des Arènes are the *Old Hôtel de Ville* (No. 28; 17th cent.), with the *Tour de Vergy* in its court, and the former university (No. 32). Nearly opposite No. 36 (16th cent.) is the entrance to the *Palais de Justice*, occupying the old Franciscan convent, one of the buildings that escaped destruction in 1479. In the Rue du Mont-Roland, leading N.W. from the Rue d'Arènes, are the old *Hôtel de Froissard* (No. 7; 17th cent.; good iron grille) and the former *Carmelite Convent* (l.; No. 14); and, in the Rue du Collège de l'Arc, a turning to the r., is the *Collège de l'Arc*, founded by the Jesuits in 1582. The college contains a library and picture gallery (adm. free on Sun., 2–4; week-days on application); and in the former chapel, which has an attractive Renaissance porch, is an archæological museum. The *Hôtel de Vurry* (No. 7), at the other end of the Rue de Besançon, survived the sack of 1479, being the property of Charles d'Amboise. To the E. are the Place Jules-Grévy, with a statue of President Grévy (see below), and the Cours St-Mauris, a public garden with a monument to Pasteur, who was born at No. 43 Rue Pasteur (tablet; open 10–12 and 2–4 or 6; adm. 50 c., Sun. and holidays free), reached by the Avenue Jean Jaurès. The house was purchased by Mr. Rockefeller and given to the town. Near the bridge over the Doubs (*View) stands the 17th cent. *Hôtel-Dieu*.

From Dôle a branch-line runs S.E. to (24¾ m., 40 km.) *Poligny* (p. 289), viâ (2¼ m.) *Dôle-la-Bedugne* and (13 m.) *Mont-sous-Vaudrey*, the birthplace of Jules Grévy (1807–91).—Another line (light railway in 3¼–4¼ hrs.; 12 fr. 35, 6 fr. 65 c.) runs N. to (34 m., 55 km.) *Gray* (p. 181), viâ (17¼ m.) *Pesmes*, whose 12–16th cent. church contains a fine Renaissance chapel in coloured marble and some interesting pictures, and (23¼ m.) *Montseugny*, with a sculptured church porch and an old castle of the knights of Malta.

From Dôle to *Chagny*, see p. 314; to *Berne* and *Lausanne*, see Rte. 55.

We ascend the right bank of the Doubs, whose windings are cut by the Rhône and Rhine Canal.—The precipitous rock above (33½ m.) *Rochefort-sur-Nenon* is called the 'Maiden's Leap,' a name explained by the usual romantic story.—Near (35½ m.) *Moulin-Rouge* the Dôle–Besançon road traverses a large prehistoric earthwork.—38½ m. *Orchamps*.—40¼ m. (65 km.) *Labarre*.

A branch-line runs from Labarre to (24 m., 39 km.) *Gray* (p. 181) viâ (6¼ m.) *Ougney*, with a ruined castle, and (10½ m.) *Montagney*, whence another branch runs viâ *Marnay* to Besançon (see p. 286).

41½ m. *Ranchot* lies opposite *Rans*, whose fine castle dates from the 12–17th centuries. An omnibus runs hence to (2½ m. N.E.; 1½ fr.) *Fraisans*, a foundry village, 3 m. S.E. of which lies *Courtefontaine*, with a striking Romanesque church of 1152–79.—52¾ m. *Franois*. The Lyons line (Rte. 56) comes in on the right.

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57 m. (92 km.) **Besançon**, see Rte. 54.

The railway ascends the valley of the Doubs, whose banks are commanded by several feudal strongholds perched on the limestone cliffs, amid scenery recalling that of the Peak of Derbyshire on a larger scale.—Near (62¾ m.) *Roche* are the springs, known to the Romans, which are still the source of the main water-supply of Besançon.—Above (67 m.) *Deluz* is a conical hill with a ruined castle and 13–14th cent. chapel.—69½ m. *Laissey*.—72 m. *Ougney-Douvot*; two tunnels.

77 m. (124 km.) **Baume-les-Dames** (*Hôt. de l'Abbaye*, R., L., or D. from 12 fr.; *du Commerce*; *de la Gare*), a small town (2257 inhab.), originally *Baume-les-Nonnes*, is named from a Benedictine abbey founded in 763, which became a chapter of noble ladies entitled to 16 quarterings (comp. pp. 195, 204). The church contains a Pietà of 1549; the domed 18th cent. abbey church is now a corn-exchange. On the *Bassin de Gondé*, near Baume, the Marquis de Jouffroy (p. 284) made his first attempts to use steam power for navigation.

Motor omnibuses run to (5½ m. S.E.) *Guillon-les-Bains*, a small thermal spa (June–Sept.; casino), and to (18½ m. N.E.) *Le Valdahon* (p. 285) viâ (8¾ m.) the beautifully situated *Monastère de la Grâce-Dieu*, a Cistercian abbey founded n 1139.

We thread eight tunnels in the 10 miles between Baume and (87 m.) *Clerval* (inn), at which are the ruins of the castle of Montfort.—93 m. (150 km.) *L'Isle-sur-le-Doubs* (Hôt. de Paris), an ironworking town (2764 inhab.), has a church with an interesting treasury and a château with a gateway of 1625 brought from Neuchâtel in Switzerland.—Beyond (94½ m.) *Colombier-Fontaine* the Doubs is crossed for the last time.—98¾ m. *Voujaucourt*, junction for St-Hippolyte (see below), lies at the foot of Mont Bart.

105½ m. (170 km.) **Montbéliard** (1020 ft.; **Hôt. de la Balance*, near the station, R. 12–40, L. or D. 14 fr.; *Lion Rouge*; *Moderne*), a garrison and industrial town (10,116 inhab.), once a fortress, retains two towers (of 1425 and 1594) of the old castle of the counts of Montbéliard, rebuilt in 1751, and now dwellings. From 1397 until 1793 it was a fief of the house of Württemberg, under which it acquired its predominant Protestant character. In the Place St-Martin are the *Hôtel de Ville* (1770), the *Protestant Church* (1602–5; good ceiling), formerly St-Martin, and a statue of Georges Cuvier (1769–1832), the naturalist, by David d'Angers. The 16th cent. *Halles*, in the Place d'Armes, contain a library and museum. The town has a memorial to Corporal Peugeot, the first victim of the Great War (2nd Aug. 1914).

A branch-line runs S. from Montbéliard to (19¾ m., 32 km.) **St-Hippolyte-sur-le-Doubs** (**Hôt. de la Terrasse*, R. from 12 fr., L. or D. 15 fr.), a town of 937 inhab. with a 14th cent. church, charmingly situated at the confluence of the Doubs and the Dessoubre. This was the birthplace of Jacques Courtois ('Le Bourguignon'; 1621–76) and his brother Guillaume (1628–79), the painters.—The road from St-Hippolyte to (34½ m., 55 km.) *Morteau* (p. 285) traverses the

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beautiful valley of the Dessoubre, viâ (20½ m.) *Consolation* (Hotel, L. 15 fr.; autocars, see p. 285), which derives its name from a 15th cent. oratory and convent.—A motor-omnibus (3 fr. 90 c.) plies from St-Hippolyte to (7½ m., 12 km.) *Maîche* (p. 285).

Another line runs E. from Montbéliard to (17½ m., 28 km.) *Delle* (p. 244) viâ (3¾ m., 6 km.) *Audincourt*, an industrial town (6390 inhab.) connected also with Montbéliard, with *Hérimoncourt*, a clock-making town of 3260 inhab., and with *Mandeure* by light railway.

The line now ascends the valley of the Lusine.—110½ m. (178 km.) *Héricourt* (Hôt. des Deux-Clefs), an industrial town (4227 inhab.) retaining towers of its old castle, gave its name to the battles of Jan. 1871, when Bourbaki attempted unsuccessfully to rescue the siege of Belfort. Light railway to Vesoul, see p. 183; to Lure, see p. 183.

116¾ m. (188 km.) **Belfort,** see p. 184.

54. BESANÇON AND THE DOUBS

BESANÇON, the former capital of Franche-Comté, now the chief town (50,868 inhab.) of the department of the *Doubs*, is the seat of a cathedral and university and a first-class fortress, picturesquely situated in a loop of the river Doubs, at the foot of wooded heights. It is a lively town with many 16–18th cent. houses, a centre of the watch-making and artificial silk industries, and the chief stopping-place for travellers by road or railway to the Jura (Rte. 59). At its gates is the frequented thermal and saline spa of *Besançon-la-Mouillère*.

Railway Stations. Gare de la Viotte (Pl. A 2; *Buffet*), for main line trains. Gare de la Mouillère (Pl. C 1), on the line to Le Locle, etc. —Several halts on the Chemin de Fer du Doubs (light railway).

Hotels. *Grand Hôtel des Bains (Pl. a; B 1), 4 Av. Carnot, adjoining the Casino and park, R. 25–80, L. 25, D. 28, pens. from 60 fr.; de l'Europe et de la Poste (Pl. b; C 2), 11–15 Rue de la République, R. 15–70, L. or D. 15 fr.; de Paris (Pl. d; C 2), 33 Rue des Granges, R. 15–50, L. or D. 15 fr.; du Nord (Pl. c; C 2), 6–10 Rue Moncey, R. 15–50, L. or D. 15 fr.; Gambetta, 13 Rue Gambetta (Pl. B 2), R. 15–40, L. or D. 12–20 fr.; Nouvel-Hôtel, opposite the station, R. from 12, L. or D. 11 fr.; Terminus and others near the station.

Restaurants. *Du Casino*, in the park; *Moderne*, Rue des Granges; *Brasserie Liégeoise*, Promenade Granvelle; *Grand-Vatel*, Place du Quatre-Septembre.—Cafés: *Parisien, Brasserie Liégeoise, Granvelle*, all in the Promenade Granvelle.

Post Office (Pl. B, C 2), Rue de la République and Rue Proudhon.—Syndicat d'Initiative, 12 Rue de la République.

Conveyances. Buses from the station to the hotels, 5 fr.—Cabs, no fixed tariff.—Motor Coaches (P.L.M.) for the '*Circuit du Doubs*'; to *Pontarlier* and *Lausanne*; and to *Champagnole, Morez*, and *Geneva*, see pp. 284–285.

Amusements. *Grand-Théâtre*, Rue Mégevand; music-hall, salles de jeu, etc., at the Casino. *Swimming-Bath* (open-air), above the Pont de la République.

History. Besançon (*Vesontio*), in Cæsar's time a stronghold of the Sequani, was protected by Galba and made a Roman colony by Marcus Aurelius. Frederick Barbarossa gave it the privilege of a free imperial city. Under the Austro-Spanish domination (1477–1674) it prospered largely owing to the influence of the Granvella family at the courts of Charles V and Philip II, and it superseded Dôle as the real capital of Franche-Comté, though it was Louis XIV who removed the parlement hither from Dôle in 1676 and the university

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in 1691. The watch-making industry was founded by Swiss political refugees (c. 1793).—Among famous Bisontins are Card. Antoine de Granvella (1517–86); Charles Nodier (1780–1844), the novelist; François Fourier (1772–1837) and Pierre-Joseph Proudhon (1809–65), the socialist writers; and Victor Hugo (1802–85).

From the steps of the Gare de la Viotte (Pl. A 2) we overlook the town. On the right are extensive ramparts flanking the Quartier du Battant. Omnibuses and other vehicles follow the Rue de Belfort and the Avenue Carnot (r.), which skirts the Place de Flore and (l.) the *Établissement* and park of Besançon-la-Mouillère (Pl. B 1; season May–Oct.). A statue of Proudhon (see above) stands on the right bank of the river, close to the bridge over the Doubs. As we cross there is a good view (l.) of a weir, above which are fortified hills. The Rue de la République leads straight on to the Place du Quatre-Septembre, in which rises the clumsy 18th cent. church of *St-Pierre* (Pl. C 2), containing altarpieces by the Bisontin sculptors Luc Breton (d. 1800) and J. B. Clésinger (d. 1883). Opposite the church stands the *Hôtel de Ville* (16th cent.), behind which is the *Palais de Justice* (Pl. C 3), the former meeting-place of the Parlement of Franche-Comté, almost completely rebuilt, with modern frescoes by Isenbart in its entrance-hall.

The narrow Grande-Rue, with several old mansions and a Renaissance fountain (r.) representing Neptune, leads N.E. from the Place du Quatre-Septembre to the **Palais Granvelle** (Pl. C 2), begun in 1534 by Nicolas Perrenot de Granvella (1486–1550), Charles V's chancellor and father of the famous cardinal; his statue stands in the arcaded courtyard. The palace is occupied by the learned societies of Besançon, and by the *Musée Victor-Hugo*, containing some paintings and a good collection of faience (adm. free on Sun., 1–4 or 6; Tues., Thurs., and Sat., 1 fr.). A public right-of-way leads through the courtyard to the former palace garden, now the *Promenade Granvelle* (Pl. C 2), with the principal cafés and a marble statue of Victor Hugo by J. Becquet. On the other side of the Grande-Rue, opposite the Palace, opens the Rue de la Bibliothèque, with (r.) the church of *St-Maurice* (1712) and (l.) the *Library*, founded in 1691, containing many valuable manuscripts and early printed books, a large collection of coins, and statues and busts of eminent Bisontins (open free daily, 9.30–11.30 and 1–4 or 5).

The Grande-Rue, passing the *Hôtel de Clermont* (No. 127), with a fine doorway, and the house in which Victor Hugo was born (No. 138; commemorative scroll), goes on to the *Square Castan* (Pl. D 2). Here are eight Corinthian columns and the substructures (visitors admitted) of the Roman theatre of Vesontio (p. 281), the ruins of a baptistery erected on its site, an underground reservoir, and fragments of the basilica of St-Étienne, destroyed in 1676. On the right of the Rue de la Convention, which prolongs the Grande-Rue,

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is the former *Archbishop's Palace* (18th cent.), now occupied by the university authorities; it retains some works of art, including a painting by Veronese. The street passes beneath the *Porte Noire (Pl. D 2), or *Porte de Mars*, a remarkably well-preserved Roman gateway 33 ft. high, said to date from the Antonine period and still covered with allegorical and military carvings.

The ***Cathedral** (St-Jean; Pl. D 2), in a cramped situation, has been rebuilt in various styles on the site of the original 4th cent. structure. Much of the dull exterior belongs to the 18th century. Like the cathedral of Nevers (comp. p. 324), the church has apses at both E. and W. ends, the latter enclosing the choir and sanctuary. It is noteworthy for its many works of art, both mediæval and modern. We enter by the N. portal.

Interior. In the E. apse, on the left, is the marble tomb carved at Bruges in 1543, of Abbot Ferry Carondelet (1473–1528), an ambassador at Rome and friend of Raphael and Erasmus. The painting of the Death of Ananias and Sapphira, above, is attributed to *Sebastian del Piombo* or *Tintoretto*. Over the altar is a Resurrection by *C. Van Loo*, flanked by scenes from the Passion, by Natoire and De Troy.—The **Astronomical Clock* by Verité of Beauvais (1860), opposite the N. portal, may be inspected daily from 12–3 (adm. ½ fr.; the figures are set in motion at noon).—The Gothic vaulting of the nave (13th cent.) rests upon Romanesque arches and pillars; the stone pulpit is of the 15th century.—The S. aisle is flanked by a remarkable series of chapels, of various styles and periods, the oldest of which, a baptistery, contains the **Rose de St-Jean*, a circular marble slab of the period of Constantine, adorned with Christian symbols. In the Chapelle du Sacré-Cœur are portraits and a family tomb (behind the altar) of eight princes of the house of Burgundy.—On the wall of the N. aisle is the *Virgin and Child with saints and a portrait (r.) of the donor Ferry Carondelet, by *Fra Bartolommeo*; the crowning portion, forming a triptych, is in the Old Pinakothek at Munich. The painting should be inspected from the choir, in which the high altar is decorated by two figures of angels in white marble by Luc Breton (1768), and gilded copper candelabras.—The sacristy, to the N. of the choir, contains beautiful woodcarvings, jewellery, chasubles of 1528, etc.

Just above the cathedral, by a winding road, is the CITADEL (Pl. D, E 2; no adm.), built by Vauban on the site of the Roman citadel, and guarding the isthmus of the peninsula on which the city stands. The Rhône and Rhine Canal is tunnelled through the rock beneath it.—Returning to the Grande-Rue below the cathedral, we follow the Rue Ronchaux (l.) and the Rue Mégevand (r.), in which are the *Theatre* (Pl. D 2), the *University* (Pl. D 3), and a *Natural History Museum* (open Sun. and Thurs., 12–4). The church of *Notre-Dame* (l.) has a striking Renaissance portal and bell-tower, and some 11th cent. pillars. We cross the Rue de la Préfecture (or Rue du Président-Wilson), at the end of which (l.) rises the fine *Préfecture* (1771). The Rue Mégevand, on which are several old houses, is continued by the Rue du Lycée, which passes the *Lycée Victor-Hugo* (Pl. C 3), with a fountain embellished by a bust of Pasteur, who was a student and teacher here (1839–42). Next door is the church of *St-François-Xavier*, built for the Jesuits in 1660 and containing a beautiful reredos with a Presentation in the Temple by Pietro di Pietri.

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The *Hôpital St-Jacques*, a few yards S. in the Rue de l' Orme-de-Chamars, has a good wrought-iron grille of 1703; and farther S., at a bend of the river, is the fine *Promenade Chamars* (Pl. C, D 4), the Roman Campus Martius, with a statue of Gen. Pajol (1772–1844), a hero of 1814, by his son.

Several side streets lead to the right from the Rue du Lycée to the Grande-Rue, along which we turn to the left to reach the *Pont de Battant* (Pl. B 3), a favourite haunt of town fishermen. The quays are picturesque. To the E. of the bridge opens the Place de la Révolution, with the large but shabby building (originally intended as a corn market) which contains the **Musées d'Archéologie et des Beaux-Arts** (Pl. B 2, 3). The collections include an archæological museum and a good provincial picture-gallery (open 1–6 daily, Mon. excepted, in summer; 1–4 on Tues., Thurs., and Sun. in winter; adm. 1 fr.; free on Thurs. and Sun.).

Ground Floor (ARCHÆOLOGY). Interesting collection of Gallic antiquities, including a *Three-Horned Bull, a Gallo-Greek bronze found at Avrigney (Haute-Saône).—Beyond is a Museum of Applied Art.—**First Floor** (*PAINTING AND SCULPTURE).—The paintings occupy nine rooms arranged in schools, and include: —Italian School: *Tintoretto*, Venetian nobleman; *Angiolo Bronzino*, *Descent from the Cross (1545; presented to Nicolas de Granvella by Cosimo dei Medici); *Titian*, Portrait of Nicolas de Granvella; *Gaetano*, Portrait of Cardinal de Granvella.—Spanish School: *Ribera*, *Cynic philosopher.—French School: *Lemoyne*, Tancred surrendering to Clorinda; *Courbet*, Stag-hunt; *Ingres*, Portrait of the architect Desdebans; *Boucher*, *Nine tapestry cartoons (Chinese designs) made for Mme de Pompadour; *Fragonard*, *Hubert-Robert*, etc., *Collection of drawings. —Flemish School: *Van Orley*, Our Lady of the Seven Sorrows, a triptych from the Palais Granvelle; *A. Mor*, Portraits of Simon Renard and his wife.—English School: *Lawrence*, Portrait of the Duc de Richelieu; and many others.

On the left of the Musée are the *École d'Horlogerie* (1772), formerly a granary for the fortress, the *Mont de Piété*, occupying part of the buildings of an ancient hospital, and the *Protestant Church*, formerly the hospital church (13th cent.). The Place Jouffroy, on the other side of the bridge, has a statue of the Marquis de Jouffroy d'Abbans, who first applied (in 1776) steam-power to purposes of navigation (comp. p. 280). Here rises also the huge 18th cent. church of *Ste-Madeleine* (Pl. B 3), retaining the 'jaquemart' of an earlier Romanesque building; in the interior, with good vaulting, are several copies of Old Masters. Hence the narrow Rue Battant ascends through a populous quarter to the Porte de Battant and the station square.

Above Besançon-la-Mouillère (funicular from the Gare de la Mouillère) is the wooded *Plateau de Brégille* (1450 ft.), which affords attractive walks.—Excursions may be made by tramway to (1⅞ m. W.) *St-Ferjeux*, with its modern pilgrimage-church, or to (3 m. S.) the *Chapelle des Buis*, another place of pilgrimage (*View). —The valley of the Doubs, both above and below Besançon, is highly picturesque.

EXCURSIONS BY P.L.M. AUTOCARS FROM BESANÇON

NOTE. The charge for shorter stages is 60 c. per km.

1. *CIRCUIT DU DOUBS (2 days), 195 m. (314 km.) on Mon., Wed., and Sat. from 1st July to 15th Sept., starting from Besançon main station at 7.50 a.m. (8 a.m. from the autocar office; 115 fr.; first day 11 hrs., second day 9½ hrs.). This tour embraces some of the most beautiful natural features of the Jura.—23 m. *Ornans* (p. 286).—38½ m. The *Source of the Loue* (p. 286).—51 m. **Pontarlier** (p. 288), whence the autocar makes a circuit of the *Lake of St. Point* (see p. 302),

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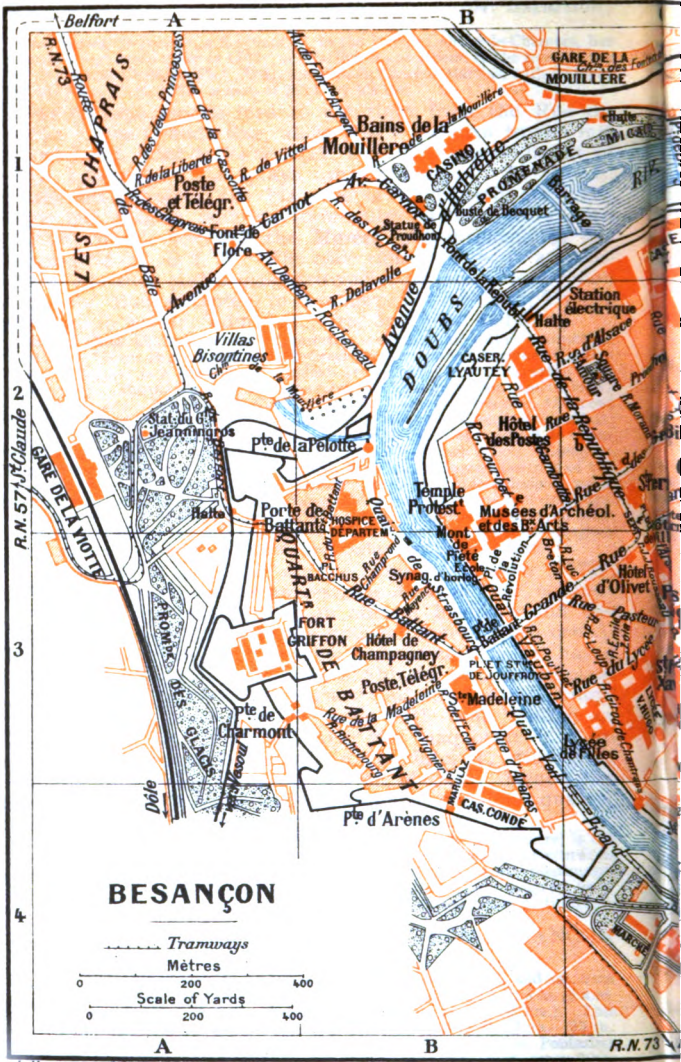

L. Hermann, del.

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halting at (60½ m.) *Malbuisson* for luncheon.—93½ m. *Morteau* (see below).—100 m. *Les Pargots* (for the Saut du Doubs, see below; Swiss customs).—105 m. *Le Locle* (see below).—110 m. (177 km.) **La Chaux-de-Fonds** (halt for the night; see below).—SECOND DAY.—117½ m. *Biaufonds* (French customs).—128 m. *Maîche* (see below).—145¼ m. *Consolation* (luncheon; p. 281).—154½ m. *Pierrefontaine*.—164 m. *Grâce-Dieu* (p. 280).—195 m. (314 km.) *Besançon*.

2. FROM BESANÇON TO GENEVA, 124¼ m. (200 km.), daily from 1st July to 15th Sept., starting from the main station at 7.50 a.m. (8 a.m. from the autocar office; 85 fr., return 130 fr.; 11 hrs.).—34 m. *Nans-sous-Ste-Anne* (Hôt. de la Poste), for the source of the Lison (p. 287).—36½ m. *Salins* (p. 286).—51½ m. *Arbois* (p. 289).—66½ m. **Champagnole** (luncheon; p. 302).—70 m. *Syam*, for the Perte de l'Ain (p. 303).—89½ m. *Morez* (p. 303).—95 m. *Les Rousses* (p. 304).—106¾ m. *Col de la Faucille* (p. 308).—113½ m. *Gex* (p. 310).—121¾ m. *Grand-Saconnex* (p. 299; Swiss customs).—124¼ m. (200 km.) **Geneva** (p. 299).

3. FROM BESANÇON TO LAUSANNE AND OUCHY (FOR ÉVIAN), 80¾ m. (130 km.), on Sun., Tues., and Fri. from 11th July to 20th Sept., starting from the main station at 8.15 a.m. (8.30 a.m. from the autocar office; 68 fr.; to Évian 80 fr.; 8–8½ hrs.).—16 m. *Ornans* (p. 286).—37½ m. **Pontarlier** (p. 288).—49 m. *Jougne* (luncheon).—51½ m. *Swiss Frontier* (customs).—79½ m. **Lausanne** (p. 288).—80¾ m. (130 km.) **Ouchy** (steamer pier for *Évian*).

4. FROM BESANÇON TO MULHOUSE, 122¼ m. (197 km.), on Sun., Wed., and Fri. from 1st July to 10th Sept., starting from the main station at 8 a.m. (8.10 a.m. from the autocar office; 75 fr., return 125 fr.; 9¾ hrs.).—23½ m. *Grâce-Dieu* (p. 280).—62 m. *Maîche* (see below).—92 m. *Porrentruy* (p. 244; Swiss customs).—103 m. *Seppois* (French customs).—110½ m. *Altkirch* (p. 241).—122¼ m. (197 km.) **Mulhouse** (p. 241).

FROM BESANÇON TO LE LOCLE, 49¾ m. (80 km.), railway in 4 hrs. (36 fr. 5, 24 fr. 35, 15 fr. 85 c.). Trains start from the Gare de la Viotte, but passengers may join the train at (2½ m.) *Besançon-Mouillère*.—10 m. *Mamirolle*.—13½ m. *L'Hôpital-du-Gros-Bois*, junction for Lods (see p. 286).—20½ m. *Le Valdahon* (inn) is connected by motor-omnibus with (30 m. S.) *Pontarlier* (p. 288) and (18½ m. N.W.) *Baume-les-Dames* (p. 280); and from (25½ m.) *Avoudrey* motor-omnibuses ply to *Orchamps-Vennes* and *Le Russey* (see below).—34 m. *Gilley* (2840 ft.); railway to (15 m. S.E.) *Pontarlier*, see p. 288.—41½ m. (67 km.) **Morteau** (French customs; *Hôt. du Parc*, R. 10–50 fr., L. or D. 20 fr.; *de la Guimbard*; *de la Gare*), a recently rebuilt watchmaking town (3852 inhab.) on the Doubs, frequented by summer visitors, has an interesting 13–18th cent. church, formerly attached to a priory (now the town hall). The favourite excursion is that viâ (5½ m. N.E.) *Pré-du-Lac* (reached also from Villers-le-Lac, see below) to (9 m. N.E.) the ***Saut du Doubs**, a celebrated waterfall, 88 ft. high. From Pré-du-Lac (hotels) visitors are conveyed to the fall in boats down the *Lac de Chaillexon* or *Lac des Brenets*, an expansion of the Doubs. The right bank at the foot of the lake belongs to the Swiss canton of Neuchâtel (Hôt. du Saut-du-Doubs), the left bank to France (Hôt. de la Chute). A light railway runs N.E. from Morteau to (28 m., 45 km.) *Trévillers* viâ (11½ m.) *Le Russey* (Hôt. du Commerce; Couronne) and (21¾ m.) *Maîche* (Hôt. du Lion-d'Or, R. 12–30 fr., L. or D. 12 fr.; du Commerce), a small summer resort (omnibus for St-Hippolyte, see p. 281; autocars, see above).

45½ m. (73 km.) *Villers-le-Lac* (Hôt. de France), with the French hamlet of *Les Pargots* (Hôt. du Lac, R. 18–25 fr., L. or D. 18 fr.; autocars for Besançon, see above), stands near the head of the Lac de Chaillexon (see above), and is a station for the Saut du Doubs (by motor-boat, fare 3 fr.). The scenery becomes very beautiful; views of the lake to the left. We traverse a tunnel and enter Switzerland.—48½ m. *Col des Roches*, at 3012 ft.; the carriage-road here is tunnelled through a crag at the head of the pass. The railway traverses a typical Jura valley, enclosed by high pastures.—49¾ m. (80 km.) **Le Locle** (Swiss customs; *Hôt. des Trois-Rois*; *du Jura*), a flourishing town of 12,463 inhab., well known for its clocks and watches, is connected by light railway with (3 m.) *Les Brenets* (Hôt. Bellevue; du Lac, etc.), a summer resort near (2 m.) the Saut du Doubs. Autocars to Besançon, see above.—The line goes on from Le Locle viâ (54¾ m.) *La Chaux-de-Fonds* to (72½ m., 117 km.) *Neuchâtel*; see the *Blue Guide to Switzerland*.

FROM BESANÇON TO LODS, 29½ m. (47 km.), railway in 2¼–2½ hrs. (21 fr. 15, 14 fr. 30, 9 fr. 30 c.). From Besançon to (13½ m.) *L'Hôpital-du-Gros-Bois*, see

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p. 285. After crossing a tract of high wooded country the line descends the valley of the Brême (good views), entering that of the Loue near (21 m., 34 km.) *Maizières*.—We ascend the right bank of the Loue to (22½ m., 36 km.) **Ornans** (*Hôt. de France*), a small industrial town (2769 inhab.), the birthplace of Nicolas de Granvella (p. 282), with an imposing 16th cent. church containing the beautiful reliquary of St. Laurent, in bronze gilt, by Leoni, and several other works of art. *Flagey*, 5 m. S., was the birthplace of Gustave Courbet (1819–77), the painter. Autocars from Besançon to Ornans, see pp. 284–285.—We cross the Loue.—25½ m. *Montgesoye* and (27½ m.) *Vuillafans* have interesting churches. —29½ m. (47 km.) **Lods** (*Hôt. de la Gare*; *de France*), pron. 'Lo,' the terminus of the railway, is an industrial village with a small 16th cent. château and a stalactite grotto (La Grande-Baume).

The road from Lods to Pontarlier (15 m., 24 km.; autocars of the 'Circuit du Doubs,' see p. 284; omnibus to Mouthier), a section of the main road from Besançon to the Jura, passes through (1½ m.) *Mouthier* (Manoir-Hôtel, R. 12–20 fr., L. or D. 15 fr.), a charming village whence many excursions may be made. It has a church of 1512 and remnants of a priory. About 2½ m. S.E., on the right of the main Pontarlier road (footpath) is the **Source of the Loue*, the largest and most beautiful of the Jura springs, bursting forth from a cavern at the end of a 'cirque.' It is accessible by road from the village of (1½ m.) *Ouhans*, on the plateau to the S. (autocars from Salins, see p. 287).—7 m. *La Main* (inn; by-road to Ouhans, r., for the Source).—15 m. (24 km.) *Pontarlier*, see p. 288.

The railway from Besançon to (35 m., 57 km.) *Gray* (p. 181) passes through (4½ m.) *Miserey*, with rock-salt mines and the saline spring from which waters are carried to the Établissement of Besançon, (15 m.) *Marnay*, with an old castle and a branch-line to (11 m. N.) *Gy* (p. 183), and (21¾ m., 35 km.) *Montagney* (p. 279).

Light railways run from Besançon to (29¾ m., 48 km.) *Amathay-Vésigneux*, crossing the valley of the Loue at (18¾ m.) *Cléron*, and to (43½ m., 70 km.) *Vesoul* (p. 182) viâ (22½ m.) *Rioz* (p. 183).

From Besançon to *Dijon* and to *Belfort*, see Rte. 53; to *Lyons*, see Rte. 56; to *Vesoul* viâ Montbozon, see p. 183.

55. FROM PARIS TO BERNE AND TO LAUSANNE

RAILWAY to *Berne*, 341½ m. (550 km.) in 11½ hrs. viâ Pontarlier and Neuchâtel (c. 247 fr. 80, 167 fr. 25 c., 109 fr.); to *Lausanne*, 316¾ m. (510 km.) in 9½–9¾ hrs. viâ Frasne and the Mont-d'Or Tunnel (c. 229 fr. 75, 155 fr. 10, 101 fr. 10 c.; variable with the rate of exchange).—An alternative route from Paris to Berne (366½ m., 590 km. in 11–12 hrs.) is viâ Belfort and Delle (see Rtes. 38 and 48).

ROAD, 338½ m. (545 km.) to *Berne*; 319¾ m. (515 km.) to *Lausanne*; both viâ (193¾ m., 312 km.) *Dijon* (see p. 269) and (276¼ m., 445 km.) *Pontarlier* (p. 288).

From Paris to (195½ m., 315 km.) *Dijon*, see Rte. 49; thence to (224¾ m., 362 km.) *Dôle*, see p. 278.—Beyond Dôle the railway crosses the Rhône and Rhine Canal and the Doubs and continues S.E. through the *Forêt de Chaux* (c. 75 sq. m.), one of the largest woodland tracts in France, with traces of Celtic and Gallic habitation.—230½ m. *Grand-Contour* is a station on the main road through the forest, 10 m. long.—Beyond (233½ m.) *Montbarrey* we quit the forest. —240 m. (387 km.) *Arc-et-Senans* (621 inhab.), on the Loue, 1 m. from the station, has an old-established brine-bath fed from Salins (see below) and a modern church containing paintings by Pereda, Murillo, A. Carracci, G. de Crayer, and others. Here we join the line from Besançon to Lyons (p. 289), which is followed as far as (244½ m., 394 km.) *Mouchard* (Buffet, L. or D. 12 fr.; station inn).

From Mouchard a line runs S.E. to (5 m., 8 km.) **Salins** (*Hôt. des Bains*, open in summer only; *Nouvel-Hôtel*; *des Messageries*; *du Sauvage*), an interesting

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little town (4168 inhab.) with a thermal spa (brine baths) and a casino. It lies in the narrow gorge of the *Furieuse*, overlooked by the rocky heights of St-André (1900 ft.), on the W., and Le Belin (2025 ft.), on the E., with their dismantled forts; while to the N. rises *Mont Poupet* (2800 ft.), an isolated crag (ascent in 2½ hrs.; good view). The name of the town is derived from its salt-mines and brine-wells, which may be visited (Thurs. and Fri.). Under Louis XI the Parlement of Franche-Comté met at Salins (1477–93). Several towers of the 15th cent. ramparts survive. The 13–17th cent. church of *St-Maurice* contains a curious wooden equestrian statue of the saint, in Louis XII costume, and a good Pietà. The church of *Notre-Dame* was rebuilt after a great fire in 1825, which partially destroyed the town. On the slope of the Belin is the church of **St-Anatoile*, a Romanesque building, ill-restored, but one of the most interesting in the Jura region. The façade is flanked by an original tower and has a Romanesque portal curiously set between two projecting Flamboyant Gothic chapels. Within are a beautiful triforium of 56 arches, and some good choir-stalls. The 18th cent. Hôtel de Ville incorporates a chapel of 1639, with a cupola; and in the 17th cent. chapel of the former Jesuit college is a small *Musée* (open Sun. and Thurs., 1–4; at other times on application).—Autocars from Besançon to Geneva call at Salins daily in summer (see p. 2 5).—Special Autocar 'Circuits' are arranged in summer from Salins to the *Source of the Loue* (p. 286; 60½ m. in 4 hrs.; 35 fr.; on Wed.); to the *Grottoes of Osselle* (p. 289; 39 m. in 3¾ hrs.; 30 fr.; on Tues.); to the *Grotte des Planches* (near Arbois, p. 289; 20 m. in 4½ hrs.; 15 fr.; on Sat.); and to the **Source of the Lison* (21 m. in 2½ hrs.; 15 fr.; on Mon. and Fri.). Above the cavern from which the river gushes is the *Creux Billard*, a huge peaked rock forming a cascade in rainy weather. There is also an autocar service from Salins viâ (15 m.) *Champagnole* (p. 302), (38 m.) *Morez* (p. 303), and (55½ m.) the *Col de la Faucille* (p. 308; connection for Geneva) to (56½ m., 91 km.) *Le Pailly* (p. 308; in 3¾ hrs.; 50 fr., return 75 fr.; on Sun. and Thurs.).—Light railway from Salins to (8 m.) *Andelot*, see below.—From Mouchard to *Besançon* and to *Lyons*, see Rte. 56.

The main line, with fine retrospects, ascends the vine-clad slopes of the westernmost plateau of the Jura.—250¾ m. *Mesnay-Arbois*, above the valley of the Cuisance. Arbois (p. 289) lies 2 m. W.—We pass through seven tunnels before reaching the crest of the plateau near (256½ m.) *Pont-d'Héry* (2760 ft.).

259½ m. (418 km.) **Andelot** (*Buffet*; *Hôt. Houin*) is one of the gateways for tourists visiting the Jura; two expresses daily stop here.

A light railway runs N.E. to (13 m., 21 km.) *Levier* (Hôt. de l'Ours; du Lion d'Or), on an arid plateau flanked by forests; a continuation to (14 m. farther) *Pontarlier* (see p. 288) is under construction.—Another light railway runs from Andelot to (8 m., 13 km.) *Salins* (p. 286).—From Andelot to *Morez* and *St-Claude*, see Rte. 59B.

The *Forêt de Joux*, through which the railway now passes, is one of the most beautiful pine-forests of France; 'Joux' is an equivalent for Jura.—263½ m. *La Joux*, in mid-forest; 1 m. distant by footpath is a fir-tree 160 ft. high and 23 ft. round, called 'Le Président.'—267 m. (430 km.) *Boujailles* (Hôt. Jura-Vert, R. from 10 fr., L. or D. 14 fr.) is a small summer resort (2685 ft.), 2 m. from the station.

A light railway runs S. from Boujailles to (11 m., 18 km.) *Nozeroy* (p. 303) and (18 m., 29 km.) *Sirod*, where it branches W. to (5½ m.) *Champagnole* (p. 302) and S.E. to (8½ m.) *Foncine-le-Bas* (p. 305). From Boujailles a bus plies to (8½ m. S.W.) *Nozeroy*, viâ (7 m.) *Miéges* (p. 303).

At (272 m.) *Frasne* the lines to Berne and to Lausanne respectively diverge.

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To BERNE.—275 m. *La Rivière,* near a small lake formed by the Drugeon. On the right rises the Montagne du Laveron (3650 ft.); on the left is a military training-ground, with aerodromes, etc.—277½ m. *Ste-Colombe.*

282½ m. (455 km.) **Pontarlier** (*Buffet*; *Hôt. de la Poste*, R. 15–100, L. or D. 20–35 fr.; *de la Gare*; *du Château-d'Eau*; *de France*, etc.), on the Doubs, which descends from the Lac de St-Point (p. 302), 4 m. S.W., is the last French town (11,398 inhab.; French customs) and a good centre for excursions and winter sports, but has otherwise few attractions for the tourist.

Here the French Army of the East under Bourbaki made its last stand against the Prussians in 1871, before the great retreat into Switzerland. In the old Fort de Joux (blown up in 1877), c. 2½ m. S., the younger Mirabeau was imprisoned in 1775, by 'lettre de cachet' obtained by his father, 'l'Ami des Hommes'; but in 1776 he escaped, accompanied by Mme Thérèse de Monnier, the 'Sophie' to whom some of his writings are addressed. In 1803 Toussaint Louverture, the negro patriot of San Domingo, died a prisoner in this fort, "pillowed in some deep dungeon's earless den."

A branch-line from Pontarlier to (15 m.) *Gilley* (p. 285) passes (10 m.) *Montbenoit*, which has a remarkable 13–16th cent. abbey church.—The line from Pontarlier to (16¼ m., 26 km.) *Vallorbe* (see below) has lost most of its importance since the construction of the Mont-d'Or tunnel.—From Pontarlier to *Foncine-le-Haut*, see Rte. 59A.—Autocars to *Besançon* and *Le Valdahon*, see p. 285.

Beyond Pontarlier the railway quits the gorge of the Doubs by *La Cluse*, a narrow defile commanded by the new Fort de Joux, and presently diverges to the left from the line to Vallorbe (see above).—289½ m. *Verrières-de-Joux* or *Verrières-France* is the last French station, just beyond which we enter the Swiss canton of Neuchâtel.—290½ m. **Verrières-Suisse** (Swiss customs; Central European time; several *Inns*), and thence viâ (314¾ m., 507 km.) *Neuchâtel* to (341½ m., 550 km.) **Berne** (*Bellevue Palace-Bernerhof*; *Schweizerhof*; *Bristol*; etc.), see the *Blue Guide to Switzerland.*

To LAUSANNE.—Beyond Frasne the line tunnels through the Montagne du Laveron.—277½ m. *Vaux-et-Chantegrue.*—We pass between the lakes of St-Point and Remoray (p. 302), and intersect the light railway from Pontarlier to Foncine at (280¾ m.) *Labergement-Ste-Marie* (p. 302).—283 m. *Les Longevilles-Rochejean* is the last French station. *Rochejean*, at the foot of the Mont de la Croix (3310 ft.), was founded by Jean de Chalon in 1266, and was a dependency of the abbey of St-Claude.—Traversing the *Mont d'Or Tunnel* (c. 3¾ m. long; the last ½ m. in Swiss territory), completed in 1913, we emerge in the canton of Vaud.—288 m. (464 km.) **Vallorbe** (Swiss customs; Central European time; *Buffet*; *Hôt. de Genève*; *du Belvédère*) and the picturesque route thence to (316¾ m., 510 km.) **Lausanne** (*Buffet*; *Lausanne Palace*; *Cecil*; *Beau-Séjour*; *Alexandra*; *de l'Europe*; etc.), are described in the *Blue Guide to Switzerland.*

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56. FROM BESANÇON TO LYONS

RAILWAY, to *Lyon-Perrache* station, 136½ m. (220 km.) in 4½ hrs. (99 fr. 10, 66 fr. 90, 43 fr. 60 c.); to *Lons-le-Saunier*, 56½ m. (91 km.) in 1½–3 hrs. (41 fr., 27 fr. 65, 18 fr. 5 c.); to *Bourg*, 95½ m. (154 km.) in 2½–6 hrs. (69 fr. 40, 46 fr. 85, 30 fr. 55 c.). Views of the Jura on the left.

ROAD, 139½ m. (225 km.).—24 m. (39 km.) *Mouchard* (p. 286).—33½ m. (59 km.) *Poligny* (see below).—54½ m. (88 km.) **Lons-le-Saunier** (p. 290).—75½ m. (122 km.) *St-Amour* (p. 292).—92 m. (148 km.) **Bourg** (p. 292).—120½ m. (194 km.) *Villars* (p. 290).—139½ m. (225 km.) **Lyons** (p. 320).

Besançon, see Rte. 54. At (4¼ m.) *Franois* (p. 279) we diverge to the left from the line to Dijon.—Beyond (8 m.) *Montferrand*, with the ruins of a 13–16th cent. castle, we cross a loop of the Doubs.—10 m. *Torpes-Boussières*. *Boussières* (1¾ m. S.E.) possesses a church with a remarkable porch and belfry. We cross the Rhône–Rhine Canal and the Doubs.—13½ m. *Byans*, whence we may visit the stalactite caverns of *Osselle* (2 m. N.E.).—At (21¾ m.) *Arc-et-Senans* we join the line from Paris to Lausanne, and follow it to (25½ m.) *Mouchard* (p. 286). There are good views of the Jura (l.) from here onwards.

31 m. (50 km.) **Arbois** (*Hôt. Central*; *Messageries*, R. 12–35, L. or D. 15 fr.), a vine-growing town (3175 inhab.) on the *Cuisance*, among "hanging woods and golden glens," retains two towers of its old walls. The church has a 16th cent. belfry and the market-hall occupies an old church of 1384. Pasteur (p. 278) passed most of his boyhood here (statue and commemorative tablet). Mesnay-Arbois (p. 287), on the Paris–Lausanne line, lies 2 m. E. Autocars to Besançon and to Geneva, see p. 285.

38½ m. (62 km.) **Poligny** (*Hôt. de Paris*, R. 15–50, L. or D. 15 fr.; *de Genève*) is another old vine-growing town (3548 inhab.) beneath the ruins of the Château de Grimont. The Sous-Préfecture occupies an old Dominican convent whose 13th cent. chapel is now a market. The church of *St-Hippolyte* (1429) has a sculptured porch and good woodcarvings in its choir. The church of the suburb of *Montivillard* has a stone reredos of 1534. In the neighbourhood are several curious caverns. Branch-line to Dôle, see p. 279.

42 m. *St-Lothain* has a partly 12th cent. church with interesting sculptures and a Romanesque crypt.—44½ m. *Passenans* is connected by omnibus (2 fr. 50 c.) with *Sellières*, 4 m. N.W., a little town with remains of fortifications.—Beyond a tunnel appears (l.) the pilgrimage-church of *Frontenay* (12–14th cent.).—47¾ m. *Domblans-Voiteur*, with several ruined castles in the neighbourhood, produces a yellow vintage ('straw wine') resembling Tokay.

The chief ruins are at *Arlay* (3 m. W.) and *Château-Chalon* (4½ m. E.).—About 5 m. S.E. (omnibus) is **Baume-les-Messieurs**, with fine rock formations and remains of a famous monastery, of which St. Berno (p. 292) and the 17th cent. adventurer Jean de Watteville were abbots. The 12–16th cent. *Abbey Church contains an Entombment surrounded by statues (St. Paul attributed to Claus Sluter), a fine painted reredos, and several 15th cent. and other tombs. Near

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the source of the river Seille, 1½ m. farther S.E., are the **Grottes de Baume* (1½ m. long; adm. 2 fr.; conducted parties five times daily; Hôt. des Grottes), caverns electrically lighted, with good cascades and many stalactites.

56½ m. (91 km.) **Lons-le-Saunier** (*Hôt. de Genève*, R. 16–40, L. or D. 20–30 fr.; *du Jura et Terminus*; *Excelsior*; *Martigny*; *Gillot*; etc.), the chief town (12,481 inhab.) of the department of the *Jura*, and a thermal station since Roman times (*Ledo Salinarius*), is pleasantly situated on the Vallière amid vine-clad hills. It is one of the best centres for visiting the French Jura (comp. Rte. 59). The church of *St-Désiré* has a Romanesque crypt. At No. 24 in the arcaded Rue du Commerce was born Rouget de Lisle (1760–1836; comp. p. 221), composer of the 'Marseillaise.' The Hôtel de Ville in the Place Perraud contains a library and a small *Musée* (open 2–4; adm. 2 fr., free on Sun.; closed July–Sept.) with work by the Jura sculptor Perraud (1821–76) and a few paintings. The 18th cent. *Hospital* has a good grille and an interesting dispensary. The *Église des Cordeliers* (14–15th cent.) is noteworthy for its woodwork. On the E. outskirts of the town is the *Chevalerie*, a small park, in which is a good statue of Rouget de Lisle, by Bartholdi, and farther E. is another park containing the Établissement (brine baths, etc.) and Casino.

In *Montmorot*, a W. suburb, are extensive salt-mines.—*Montaigu*, 2 m. S.E., preserves the 18th cent. family house of Rouget de Lisle (now a restaurant); good view of Lons-le-Saunier.

From Lons-le-Saunier to *Louhans*, see p. 292; to *St-Jean-de-Losne*, see p. 291; to *Champagnole*, see Rte. 59c; to *Foncine-le-Haut*, see Rte. 59d; to *St-Claude*, see Rte. 59e; to *Arinthod*, see Rte. 59f.

The railway continues to skirt the outlying spurs of the Jura (l.).—65¾ m. *Beaufort* (664 inhab.) has ruins of a 12th cent. castle.—68¾ m. *Cousance*.—73¾ m. *Cuiseaux* (778 inhab.), with two towers of its former walls, stands at the foot of a larch-grown height.—We join the line from Dijon to Bourg.

77½ m. *St-Amour* (p. 292).—80¾ m. *Coligny* and thence to (95½ m., 154 km.) **Bourg**, see p. 292.

Beyond Bourg the railway traverses the *Plateau de Dombes*, a wide plain studded with numerous shallow lakes and small wooded hills (poèpes), and ending on the S. in an abrupt escarpment of the Rhône valley. Malaria is still prevalent in the district, in spite of skilful drainage; there is good fishing and waterfowl shooting. After crossing the Veyle, we see on either side the first lakes of the Dombes.—104¼ m. *St-Paul-de-Varax* has a Romanesque church with an arcaded W. front and an 11th cent. porch surmounted by a carved frieze; a bas-relief on the other (S.) porch represents an abbot and a faun.—108 m. *Marlieux-Châtillon* is connected by light railway with (7½ m. N.W.) *Châtillon-sur-Chalaronne* (p. 287).—112½ m. *Villars-Chalamont*, in the watery heart of the Dombes, adjoins a station on the line from Villefranche to Ambérieu (p. 319). *Villars* (Hôt. des Dombes) retains the motte or 'poèpe' and scanty ruins of its 11th cent. castle, once the seat of a powerful lordship, but dismantled by Marshal Biron in

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1595. The 14–15th cent. church has some good tombstones. —Near (123½ m.) *Les Échets* lies a marsh (l.) covered in spring-time with interesting aquatic flora.—128 m. *Sathonay-Rillieux* has a military camp (r.).

FROM SATHONAY-RILLIEUX TO TRÉVOUX, 11 m. (18 km.), railway in ½–1 hr. (8 fr. 10, 5 fr. 45, 3 fr. 55 c.).—2½ m. *Fontaines-sur-Saône* (tramway to Lyons). About 2½ m. N.E. is *Cailloux-sur-Fontaines*, in the 12th cent. church of which Lamartine composed 'Le Soir.'—3½ m. *Usine-Guimet*, an ultramarine factory, from the profits of which the Musées Guimet at Paris and Lyons were endowed. —5½ m. *Neuville-sur-Saône* (*Hôt. du Lion-d'Or; tramway from Lyons), a centre for excursions, lies at the foot of the Mont d'Or.—11 m. (18 km.) **Trévoux** (*Hôt. du Lion-d'Or*; *de l'Europe*), served also by the station of Quincieux-Trévoux (p. 319), is an attractive town of 2691 inhab. on the Saône. It was the capital of the Dombes in the 11–16th cent., and later became an appanage of Mlle de Montpensier ('La Grande Mademoiselle'). Here a famous press under the direction of the Jesuits (1801–30), later transferred to Paris, published the 'Journal de Trévoux' and 'Dictionnaire de Trévoux.' The Jews, who introduced the goldsmith's art to Trévoux, were much favoured until the 15th century. Three towers of the *Castle* remain. The 17th cent. *Palais de Justice* retains a hall in which the parliament of the Dombes assembled.—Railway to St-Laurent-lès-Mâcon, see p. 318.

From Sathonay the local trains run direct to (132½ m., 213 km.) *Lyon-Croix-Rousse*, a station to the N. of the city.—The express trains diverge to the left and descend sharply through two tunnels to (131 m.) *Lyon-St-Clair*, where we join the line from Geneva and cross the Rhône.—133 m. *Lyon-Brotteaux*.—136½ m. (220 km.) **Lyons** (Perrache Station), see p. 320.

57. FROM DIJON TO BOURG

RAILWAY, viâ St-Amour, 88 m. (142 km.) in 2–4 hrs. (63 fr. 95, 43 fr. 20, 28 fr. 15 c.); to *Louhans*, 54 m. (87 km.) in 1¼–2¼ hrs. (39 fr. 20, 26 fr. 45, 17 fr. 25 c.). Bourg can be reached also viâ Mâcon (101 m., 163 km. in c. 4 hrs.; no through trains; see Rte. 60).

ROAD, 81½ m. (131 km.).—23½ m. (38 km.) *Seurre* (see below).—37 m. (60 km.) *Mervans* (see p. 292).—51½ m. (83 km.) *Louhans* (see p. 292).—72 m. (116 km.) *Marboz* (p. 296).—81½ m. (131 km.) **Bourg** (p. 292).

Dijon, see Rte. 52. The railway diverges to the left from the line to Lyons (Rte. 60) and follows the Canal de Bourgogne. 6½ m. *Ouges* has a 14th cent. church.—18½ m. *St-Jean-de-Losne* (Hôt. du Cerf), a busy inland port (1402 inhab.), stands on the right bank of the Saône, ½ m. below the mouth of the Ouche. The pulpit (1604) in the 15–16th cent. church is carved out of a single block of marble.

A branch-line runs hence to (39 m., 63 km.) *Lons-le-Saunier* (p. 290), viâ (13½ m.) *Chaussin* (p. 314) and (30½ m.) *Bletterans*, with a church tower and choir of 1290.—From St-Jean-de-Losne to *Auxonne* and to *Chalon*, see p. 278.

We cross the Saône.—23½ m. *Pagny-le-Château* retains the early 16th cent. chapel of its ancient castle, with altar-tombs of the De Vienne family.—28 m. *Seurre*, on the Saône, possesses a 14th cent. church. Railway to Chalon, see p. 278.—We cross the Doubs.—37¼ m. *St-Bonnet-en-Bresse*, also a station on the line from Chagny to Dôle (p. 314). *Bresse* is an agricultural and poultry-farming region in the basin of the Saône, retaining some local characteristics of peasant costume and

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dialect.—42¼ m. *Mervans*, whose 15th cent. church has a fine spire. Light railway to Chalon, see p. 316.

54 m. (87 km.) **Louhans** (*Buffet*; *Hôt. du Commerce*, R. from 10 fr., L. or D. 12 fr.; *du Cheval-Blanc*), a prosperous market-town (2918 inhab.) on the *Seille*, is known for its poultry. The 15th cent. church tower has a balustrade carved to form the first words of the Ave Maria. The finely panelled dispensary of the Hospital (E. of the town) contains a good collection of 16th cent. lustre ware.

A branch-line runs hence to (18 m., 29 km.) *Lons-le-Saunier* (p. 290), viâ (10½ m.) *Savigny-Beaurepaire* and (15½ m.) *Chilly-le-Vignoble*, with a 15th cent. church.—A light railway runs to (20½ m., 33 km.) *Tournus* (p. 317) viâ (15½ m.) *Cuisery* (p. 317).—From Louhans to *Chalon*, see p. 316.

We ascend the valley of the Solnan, with good views of the Jura on the left.—59 m. *Ste-Croix* has a 15th cent. church with good contemporary glass and the D'Artagnan tomb, where the wife of the famous musketeer is buried with other members of the family. The line from Besançon (p. 290) comes in on the left.

69½ m. (112 km.) **St-Amour** (*Hôt. de l'Alliance*, R. 7–15, L. or D. 12–14 fr.), a little town (1524 inhab.) and quiet summer resort, derives its name from St. Amaturus, a martyr of the Theban legion, whose remains, with those of his companion St. Viaturus, were brought hither in the 6th century. This was the birthplace of Guillaume de St-Amour (d. 1272), the 'incorruptible' theologian and rector of the University of Paris. To Besançon and to Lyons, see p. 290.

Gigny, 9½ m. E., has an interesting abbey church, the remains of an abbey founded in 893 by St. Berno, abbot of Baume-les-Messieurs (p. 289) and founder of Cluny (p. 338). The first monks of Cluny came from Gigny and Baume.

73½ m. (118 km.) *Coligny* (Hôt. de la Cloche), 1¼ m. from the station, gave its name to the family of which Adm. Gaspard de Coligny (1517–72) was the most famous member. The church (partly 15th cent.) has been rebuilt.—We cross several streams descending from the W. slopes of the Jura.

88 m. (142 km.) **BOURG**, or *Bourg-en-Bresse*, on the Reyssouze, the chief town (18,952 inhab.) of the department of the *Ain*, is an important railway junction. For the tourist its chief attraction is the Church of Brou, one of the most remarkable late-Gothic structures in France.

Railway Stations. *P.L.M.* (Pl. A 3) for all main line trains; *Le Mail* (Pl. A 2) and *Bourg Central* (Pl. D 1) for light railway trains (see p. 296).

Hotels. *Hôt. de l'Europe (Pl. a; B 1), Place Grenette, R. 20–150, L. or D. 18–35 fr.; de France (Pl. b; C 1), Place Bernard, R. 15–100, L. or D. 25 fr.; *Terminus (Pl. c; A 3), R. 12–80, L. or D. 18 fr.; Rival, R. 10–20, L. or D. 25 fr.; Central, R. 12–20, L. 13, D. 12 fr.; etc.

Railway Restaurant, L. or D. 12 fr. —Cafés in the Av. d'Alsace-Lorraine.

Post Office (Pl. B 2), Av. d'Alsace-Lorraine.—Syndicat d'Initiative, 18 Rue d'Espagne.

Cab from the station to the church of Brou, 4 fr.

Amusements. *Theatre* (Pl. C 1) in the Place de la Comédie, visited by touring companies.—Specialities: antique furniture, faïence, glass, etc.

History. Bourg was made the capital of Bresse in the 15th cent. by the dukes (afterwards princes) of Savoy, whose chief residence it became in the 16th

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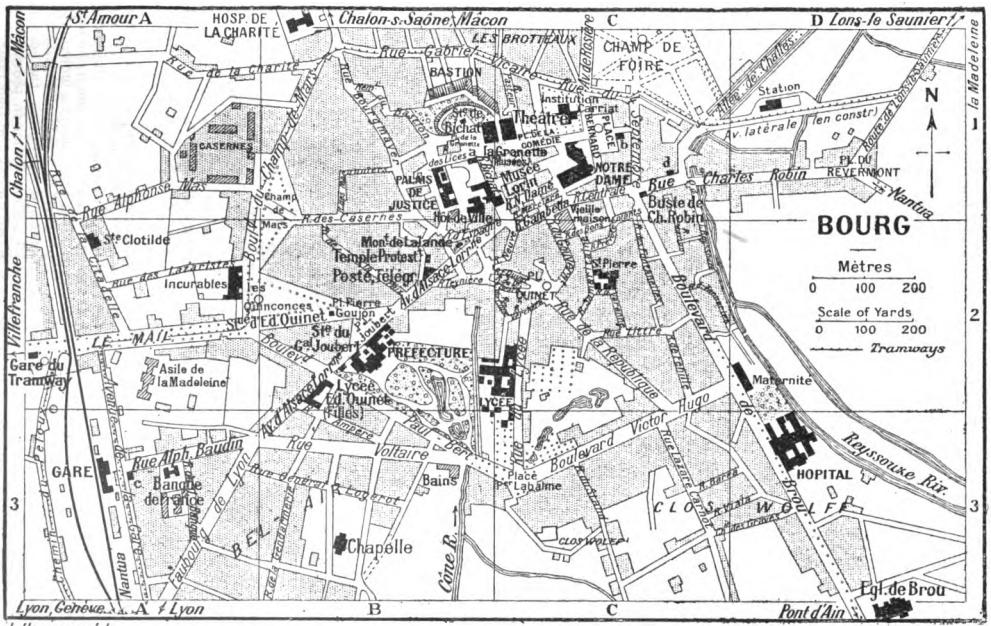

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century. It passed definitively to France in 1601. For a short time (1659–61) the Cour Souverain of Bresse, which sat here, replaced the Parlement of Dijon, suppressed by Louis XIV.—Among natives of Bourg are Jérôme de Lalande (1737–1807), the astronomer, and Edgar Quinet (1807–75), the historian.—It is the chief market for 'poulets de Bresse.'

From the end of the Rue Alphonse-Baudin, which runs E. from the station (Pl. A 3), the Avenue d'Alsace-Lorraine (Pl. B 2) leads (l.) into the town, while the Rue Voltaire (Pl. B 3), continued by the Boulevard Victor-Hugo, leads directly to the Boulevard de Brou and (c. 1¼ m.) the Church of Brou (see below).—We follow the Avenue d'Alsace-Lorraine, passing the *Lycée*, the *Préfecture*, the *Post Office* (Pl. B 2), and a monument to Lalande (see above). From the Place de l'Hôtel-de-Ville the Rue Bichat (Pl. B, C 1) leads N. into the *Place de la Grenette* (Pl. B 1; busy market on Wed.), in which is a statue of Bichat (1771–1802), the physiologist, by David d'Angers. To the N. is the *Promenade du Bastion*, and to the E. opens the *Place de la Comédie*, likewise the scene of an animated weekly market.

Several short streets lead S.E. to the church of Notre-Dame (Pl. C 1), an interesting Transitional building (begun 1505) in which the Renaissance style prevails. The pentagonal apse is Gothic. The chime of 33 bells, a replica of the Westminster Abbey chime, plays provincial airs of Bresse. Within the church we note the huge pillars at the W end of the nave, the Louis XIV pulpit, some good 16th cent. stained glass in the third chapel of the N. aisle, and the beautiful if rather rough choir stalls (16th cent.), with their grotesque corner-pieces.—We turn to the left on leaving the church, and from the junction of the Rue Gambetta (in which is a restored timber house of 1496) and the Rue Centrale, follow the latter to the left to the Boulevard de Brou, which leads straight S.W. to (¾ m.) the famous church.

The ****Church of Brou** (Pl. D 3), dedicated to St. Nicholas of Tolentino, one of the architectural gems of France, is a monument of the latest Gothic style verging upon the Renaissance. It is characterized especially by its grace of plan and by a wealth of detail reaching its height in the princely tombs which adorn the choir. The church, now State property, is open free to visitors daily from 8–6 in June–Sept., and from 9–4 in Oct.–May; a sacristan shows the choir (gratuity). Photographing within the church is forbidden except by special permit.

History. The village of Brou (*Brovium*) possessed a priory church in the 12th cent., but the present building (1506–32) was erected by Margaret of Austria in memory of her husband, Philibert the Fair, duke of Savoy, and in fulfilment of a vow made by her mother-in-law, Margaret of Bourbon, to commemorate Duke Philip's recovery from a hunting accident. It is thus doubly a monument of conjugal devotion. The first architect, Jehan Perréal, was later superseded by Van Boghen, who was assisted by Conrad Meyt, the sculptor; the cost of the building with its monuments was about 25 million francs in present-day currency. The church is said to have been filled with straw and thus preserved at the Revolution. It was restored in 1901. Matthew Arnold's early poems on

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the church of Brou place it, by one of the classical blunders of literature, ' Mid the Savoy mountain valleys,' within a morning's ride of Chambéry (60 m. distant).

Exterior. The WEST FRONT is rather heavy, especially in its lower story, but the upper portion presents a graceful effect of openwork. Some of the details are unfortunate, notably the arrangement of the buttresses and the quartering of the rose-windows above the aisles; and elsewhere influences of the Italian Renaissance are apparent. The sculpture is, however, of great beauty. Among the statues will be noted St. Nicholas (on the central pillar of the porch) and St. Andrew (a replica of the original destroyed by lightning in 1889). In the tympanum is an Ecce Homo, between Margaret of Austria and Philibert the Fair, who are presented by their patron saints.—In front of the porch is a large oval sun-dial (16th cent.), with letters for the different months, upon which the visitor places himself to form the gnomon.—The N. portal has a charming statuette of St. Margaret.

Interior. The church is 236 ft. long, 66 ft high, and 128 ft. wide at the transepts.—In the NAVE, on the right, is a 15th cent. marble stoup on which is carved the motto of Margaret of Austria, *Fortune, infortune, fort une* (' In fortune or misfortune one woman is strong '), a device frequently recurring in the decoration of the church. The splendid *Rood Loft, carved with foliage, along the entire length of which run the initials P.M. (Philibert and Margaret) and various princely emblems, obstructs the general perspective. On the right of it is the epitaph of Claude de Challant.

The CHOIR, with a finely carved Flamboyant door, contains oaken *Stalls attributed to Pierre Terrasson, a local artist, and almost unrivalled in France for the beauty of their panels (characters from the Old Testament, Apostles, and Saints) and grotesque misericords and end-pieces (rich fretwork). The good modern altar is of Carrara marble. The *Stained glass windows of the apse represent Christ appearing to the Virgin after the Resurrection, with Philibert and Margaret supported by their patron saints; above are heraldic devices of their dominions.—The *Tomb of Margaret of Bourbon (d. 1483), on the S. side of the choir, like its two companion tombs, is over-elaborated, but remarkable for its beauty of detail. The white marble statue of the duchess represents her in full ducal robes, with a greyhound at her feet; her face is turned towards her son. The expressive figures of the mourners will be noticed.—The magnificent *Tomb of Philibert the Fair (d. 1504) occupies the middle of the choir. In the upper part the duke is shown as in life, in armour and ducal cloak, his left foot resting upon a lion, his head turned towards his wife and his joined hands towards his mother. Beneath is his effigy in death, guarded by admirable Virtues.—The *Tomb of Margaret of Austria (d. 1530), even more profusely carved, presents two similar figures of the duchess, with her device.

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To the left is the LADY CHAPEL, containing a carved stone reredos in high relief, depicting the seven joys of Mary, and alabaster figures of SS. Andrew and Philip. The beautiful N. window, representing the Assumption, is copied from a design by Dürer, while above, on the frieze, is the Triumph of the Faith, after a celebrated engraving by Titian. The celestial blue of the window above the altar should be noted. The vaulted roof is blazoned. The adjoining *Oratory of Margaret* forms an antechamber with an oblique opening to afford a view of the altar, a chimneypiece, and a lectern of 1532. Beyond opens the *Chapelle de Gorrevod* (named from one of the duchess's counsellors), with a 16th cent. window representing the Unbelief of St. Thomas.—On the S. side of the choir are two curious symmetrical chapels (not generally shown), viz. the *Chapelle de Ste-Apolline*, or Chapelle du Prince, and the *Chapelle de Montecuto* (named from the duchess's almoner). The admirable stained glass windows here and in the S. transept were executed at Bourg.

The entrance to the former priory buildings, including a good *Cloister*, is on the right of the church. Here are now installed the **Musées** of Bourg, including the MUSÉE LORIN, transferred from the Hôtel de Ville (paintings and furniture), and the MUSÉE GUILLON (archæology, peasant costumes, etc.). The Musées are open free on Sun., 2–4; at other times on application (gratuity).

PAINTINGS: *Wohlgemüth* (?) or Flemish School (16th cent.), *Legend of St. Jerome, a triptych presented by Margaret of Austria to the church of Brou; *N. Coypel*, Swoon of Esther; *Millet*, Cow-keeper; pictures by *G. Moreau*, *Chintreuil* (a pupil of Corot), *F. Vernay*, etc.—FURNITURE: *Credence-table of the Renaissance period, made at Bresse; good chests and cupboards; armchairs in Aubusson tapestry.—The Musée Guillon is mainly of local and provincial interest.

From the Church of Brou direct to the station viâ the Boulevard Victor-Hugo, see p. 294.

FROM BOURG TO ST-LAURENT-LÈS-MÂCON, 49 m. (79 km.), light railway in 8¾ hrs. (27 fr. 55, 17 fr. 30 c.). The train starts from *Le Mail* (Pl. A 2), 250 yds. N.W. of the Main Station, and calls at the Main Station and at *Bourg Central* (Pl. D 1).—10 m. (16 km.) *Meillonnas* was once noted for its faïence.—12½ m. *Treffort*.—14½ m. *Cuisiat* (over 1000 ft.) is a centre for excursions in the Revermont (p. 300).—24¾ m. *Marboz*.—33½ m. *Montrevel*, also on the line from Chalon to Bourg (p. 316).—43½ m. *Bâgé-le-Châtel*, still partly walled, was the seat of a mediæval lordship. About ½ m. S.W. is the church of *St-André-de-Bâgé*, built in the late 11th cent. by the monks of Tournus, and remarkably pure in style. —47 m. *La Madeleine*.—49 m. (79 km.) *St-Laurent-lès-Mâcon*, see p. 318.

FROM BOURG TO VILLEFRANCHE, 31¾ m. (51 km.), light railway in 3–3½ hrs. (17 fr. 90, 11 fr. 25 c.; chiefly market-trains).—15½ m. (25 km.) *Châtillon-sur-Chalaronne* (Hôt. de l'Europe, R. 13 fr.), the chief market (1935 inhab.) of the Dombes, has an old castle-gate and a 15th cent. church of which St. Vincent de Paul was once curé (1617–18). Light railway to *Marlieux*, see p. 290.—26¾ m. *Ars*, and thence to (31¾ m., 51 km.) *Villefranche*, see p. 319.

From Bourg to *Besançon* and *Lyons*, see Rte. 56; to *Chalon*, see p. 316; to *Geneva* viâ Ambérieu, see Rte. 58A; viâ Nantua, see Rte. 58B; to *Mâcon*, see p. 318.

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58. FROM PARIS TO GENEVA

A. Viâ St-Amour and Ambérieu

RAILWAY, 375 m. (604 km.) in 10¼–11½ hrs. (c. 272 fr. 10, 183 fr. 65, 119 fr. 75 c.); to *Dijon*, 195½ m. (315 km.), see Rte. 49; to *Bourg*, 283¾ m. (457 km.) in 6½–7½ hrs. (205 fr. 90, 138 fr. 95, 90 fr. 60 c.). There are restaurant and sleeping cars on fast trains. Registered luggage is examined on arrival at Geneva; in the reverse direction, at Bellegarde.

ROAD, 337¾ m. (544 km.), viâ (275½ m., 443 km.) *Bourg* (p. 292) and (301½ m., 485 km.) *Nantua* (p. 300).

From Paris to (195½ m., 315 km.) *Dijon*, see Rte. 49. Thence to (283¾ m., 457 km.) *Bourg*, see Rte. 57. The church of Brou (p. 294) is seen on the left as we leave Bourg. The line then runs S.E., skirting the *Forêt de Seillon*, with the Revermont (p. 300) on the left.—296½ m. *Pont-d'Ain* (Hôt. des Alliés) has vestiges of a 15th cent. castle of the dukes of Savoy, rebuilt by the Coligny family in 1590. Here were born Louisa of Savoy (1476–1531), mother of Francis I, and Duke Philibert the Fair (1480–1504; comp. p. 295).

A light railway runs to (5½ m. E.) *Jujurieux*, viâ (3¾ m.) *St-Jean-le-Vieux* (see p. 298).

299½ m. (482 km.) *Ambronay* (Hôt. de la Belle-Étoile), on the slopes of the Haut-Bugey, a small town (522 inhab.), still partly walled, preserves the well-restored *Church (10th, 13th, and 15th cent.) of a Benedictine abbey founded in 800. Over the central doorway is a Last Judgment (13th cent.), recalling that at Bourges. The church contains various interesting details, including 15th cent. choir stalls, good stained glass, and the fine tomb of Abbot Jacques de Mauvoisin in a chapel at the end of the nave. Adjoining are the abbots' palace and a 15th cent. cloister and chapter-house. Light railway to Nantua, see below.—303¾ m. (489 km.) **Ambérieu-en-Bugey** (*Buffet*; *Hôt. de la Gare*), at the foot of *Mont Luisandre* (2761 ft.) is an important railway junction (3848 inhab.) and centre for excursions.

FROM AMBÉRIEU TO LYONS, 32½ m. (52 km.), railway in 1–2 hrs. (23 fr. 45, 15 fr. 80, 10 fr. 30 c.). This is a section of the main line from Lyons to Geneva (several expresses daily).—3 m. *Leyment*.—About 1½ m. W. of (8 m.) *Meximieux-Pérouges* lies the little walled town of *Pérouges* (Hostellerie du Vieux-Pérouges, R. 12–30, L. or D. 25 fr.), a charmingly quaint mediæval survival (73 inhab.), still consisting almost entirely of houses of the 15–16th centuries.—16 m. *Montluel*, on the Sereine.—Beyond (21¾ m.) *Miribel* (2572 inhab.), with a ruined castle, we enter the valley of the Rhône and descend its right bank.—26¾ m. *St-Clair*, a suburb of Lyons.—32½ m. (52 km.) *Lyons* (Perrache), see p. 320.

FROM AMBÉRIEU TO MONTALIEU-VERCIEU, 11½ m. (18 km.), railway in ¾ hr. (8 fr. 10, 5 fr. 45, 3 fr. 55 c.).—From (4½ m., 7 km.) *Lagnieu* (Hôt. des Fontaines-d'Or, R. 10–20, L. 15, D. 12 fr.) excursions may be made to (4 m. S.W.) the *La-Balme-les-Grottes* (Auberge Savoyarde, R. 15–60, L. or D. 25 fr.; adm. to caverns 3 fr., guide 2 fr.), with a vast entrance sheltering a chapel, numerous galleries, and an underground lake over which visitors are ferried; or to (9 m. S.W.) the beautifully situated *Chartreuse de Portes*, now a summer resort.—We ascend the valley of the Rhône, passing (8½ m.) *Sault-Brénaz*, with waterfalls.—10 m. *Villebois*.—11½ m. (18 km.) *Montalieu-Vercieu*, see the *Blue Guide to Southern France*.

FROM AMBÉRIEU TO NANTUA, 27½ m. (44 km.), light railway in 3½–4 hrs., through hilly country (15 fr. 90, 9 fr. 90 c.).—4½ m. *Ambronay*, see above.—6½ m.

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St-Jean-le-Vieux, 1 m. W. of the restored 13th cent. castle of *Varey*. Branch to Pont-d'Ain and Jujurieux, see p. 297.—10 m. *Neuville-sur-Ain* (Hôt. Moderne; view) is a small but attractive summer resort (fishing and excursions).—11¾ m. *Poncin* (Hôt. du Nord, R. 12–30, L. or D. 20 fr.) has quaint old streets.—13¾ m. *Préau* is connected by branch line with (1¾ m.) *Cerdon* (inns), a small wine-growing town with a restored 14th cent. church, picturesquely situated at the mouth of two deep gorges. Near by are several ruins. To the S.E. rises the *Signal de l'Avocat* (3337 ft.).—16 m. *Labalme*, with curious caverns (not to be confused with La-Balme-les-Grottes; see p. 297).—22½ m. *St-Martin-du-Fresne*, with the tower of a castle.—27¼ m. (44 km.) *Nantua*, see p. 300.

From Ambérieu to *Villefranche*, see p. 319.

We enter the gorge of the Albarine, between the Haut-Bugey (l.) and the Bas-Bugey (r.).—311 m. *St-Rambert-en-Bugey* (Hôt. du Commerce), an attractive silk-manufacturing town (3219 inhab.), lies at the foot of the ruined castle of Cornillon. In the gorge of the Brevon to the N. are waterfalls and vestiges of Gothic abbey buildings.—The valley narrows into a curving defile overhung by cliffs before (315 m.) *Tenay*, another industrial town (3376 inhab.).

A motor-bus (7 fr.; tramway in construction) runs N.E. from Tenay to (12½ m., 20 km.) *Hauteville* (p. 301), passing near a fall of the Albarine.

In the Cluse des Hôpitaux, the succeeding defile, are three small lakes.—323½ m. *Rossillon* (inn), the ancient capital of the Bugey, retains a tower of its old castle, one of the residences of the princes of Savoy.—We thread a tunnel and pass the Lac de Virieu.—328 m. *Virieu-le-Grand* (Hôt. des Voyageurs, R. 10–25, L. or D. 15 fr.) has a castle once in the possession of Honoré d'Urfé (1568–1625), Marquis de Valromey, who wrote here part of his celebrated pastoral romance 'L'Astrée.'

From Virieu-le-Grand to Ruffieu, 14 m. (23 km.), light railway in ¾ hr. (7 fr. 95, 4 fr. 95 c.), through the picturesque *Valromey*.—7½ m. *Vieu*, on the site of a town of the Sequani, has remains of an aqueduct, a pagan temple, etc.—14 m. *Ruffieu* (three hotels), a high-lying village, is frequented as a summer and winter resort. There is a good road hence to (18¾ m., 30 km.) *Nantua* (p. 300).

From Virieu-le-Grand to Belley and St-André-le-Gaz, 35½ m. (57 km.), railway in 2–4¼ hrs. (25 fr. 70, 17 fr. 35, 11 fr. 30 c.). The line traverses the Bas-Bugey.—8½ m. (14 km.) **Belley** (*Hôt. Pernollet*, R. 12–25, L. or D. 15 fr., good cuisine; *du Bugey*), a small cathedral town (3890 inhab.), frequented as a summer resort, is the birthplace of Anthelme Brillat-Savarin (1755–1826), author of the 'Physiologie du Gout,' to whom a statue was unveiled in 1927. A statue of Lamartine (1790–1869) stands in front of the college where that poet was educated. The cathedral (St-Jean), almost entirely modern, preserves its original choir (1413).—19¼ m. *Bregnier-Cordon*, and thence to (35½ m., 57 km.) *St-André-le-Gaz*, see the *Blue Guide to Southern France*.

330½ m. *Artemare-St-Martin*. From *Artemare* (Hôt. du Commerce), a summer resort with a hydropathic, 1 m. N.E., we may ascend (6 m. N.E.; 4 hrs.) the *Grand-Colombier* (5032 ft.), a natural platform offering a splendid view of the Alps.—The line curves round the base of the mountain (with distant views of the Dent du Chat and Savoy Alps on the right).—We enter the Rhône valley.—334¾ m. (539 km.) **Culoz** (*Buffet*; *Hôt. de la Gare*; *du Commerce*), pron. 'Cule,' a small town (1153 inhab.) on the right bank of the river, with a restored mediæval castle, is another starting-point for

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the ascent of the Grand-Colombier (6½ hrs. there and back) and other excursions.

An important line here diverges S.E. for (13 m., 21 km.) *Aix-les-Bains* and (21¾ m., 35 km.) *Chambéry*; see the *Blue Guide to the French Alps* or *to Southern France*.

We ascend the Rhône valley, on the right of which opens the romantic *Val du Fier*.—344 m. *Seyssel-Corbonod*, with a suspension bridge to Seyssel in Savoy. In front rises the Crêt d'Eau (p. 309).—Beyond (348½ m.) *Pyrimont* we pass through four tunnels.

355¼ m. (572 km.) **Bellegarde** (Buffet; French customs; **Hôt. de la Poste*, R. 30 fr.; *Terminus*, R. 14–40 fr.), on the *Valserine*, a pleasant industrial town (4071 inhab.) utilizing water-power from the neighbouring gorges, is the junction with the line from Bourg viâ Nantua (Rte. 58B) and a centre for excursions.

About ½ m. S. is the PERTE DU RHÔNE, where the river formerly disappeared in a fissure; but now that blasting operations have given access to the full head of water the stream is only partly hidden under a pile of rocks.—To the N. (1 m.) is the *Perte de la Valserine*, with a remarkable torrent in spring or after heavy rains.—The *Crêt d'Eau* (p. 309) may be ascended from Bellegarde by road and bridle-path in 1½ hrs.—At *Malpertuis*, 2 m. distant, is the site of the Rhône dam and electrical works by which it is proposed to furnish 200,000 horse-power for the requirements of Paris.

From Bellegarde to *Bourg* viâ Nantua, see Rte. 58B; to *Gex* and *Divonne*, see Rte. 59J; to *Chézery* and *Mijoux*, see Rte. 59H.—Autocars to Geneva, see below.

Beyond an imposing bridge over the Valserine the railway enters the Crédo tunnel (Crêt d'Eau, see p. 309; 2½ m.), at the farther end of which we have a fine view of the Rhône gorges. The line to Évian and Chamonix (see the *Blue Guide to Southern France*) diverges on the right.—We traverse the fortified Défilé de l'Écluse, a ravine by which the Rhône cuts its way through the main ridge of the Jura; this is a main channel of communication between France and Switzerland.—Beyond (361 m.) *Collonges-Fort-l'Écluse* the line to Gex (Rte. 59J) diverges on the left.—364 m. *Pougny-Chancy*.—367 m. (591 km.) *La Plaine* is the first Swiss station.—370¾ m. *Satigny*. On the left rises the chain of the Jura; Mont Blanc and other peaks come into view on the right.

375 m. (604 km.) **Geneva** (*Buffet*; *Hôt. Beau-Rivage*; *Métropole*; *des Bergues*; *de l'Écu*; *de la Paix*; *d'Angleterre*; *Richemond*; etc.), see the *Blue Guide to Switzerland*.

FROM GENEVA TO GEX, 10½ m. (17 km.), tramway in 1¼ hr. The tramway starts from the Rue Chantepoulet, opposite the Post Office, and traverses the N. suburbs (views). It enters France beyond (1¾ m., 3 km.) *Grand-Saconnex*.—4¼ m. (7 km.) **Ferney-Voltaire** (*Hôt. de France*; *de la Truite*), a French frontier-town (1073 inhab.), was practically the creation of Voltaire, who lived here from 1758 to 1778, enjoying the social liberty of France together with the political liberty of Geneva. The 'patriarch of Ferney,' as he was called in his later years, built a chapel (now disused) with the inscription "Deo erexit Voltaire." The *Château* (open Wed., 2–6, June–Oct.), though much altered, contains Voltaire's bedroom and ante-chamber with their original furniture, various portraits, and a *Pastel by La Tour, etc. In the course of one of his quarrels with the republic of Geneva, Voltaire set up a rival colony of watchmakers at Ferney, and here also he began that series of protests on behalf of the oppressed (comp. p. 308),

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" which, whatever motives may have prompted it, is certainly a credit to his memory." Autocars to Geneva, see below.—We approach the ridge of the Jura (good views).—10½ m. (17 km.) *Gex*, see p. 310.

The CIRCUIT DE L'AIN (123½ m., 199 km., P.L.M. Autocar on Sun., Tues., and Thurs. from 11th July to 10th Sept.; 11 hrs.; 75 fr.) embraces a large part of the Haut-Jura.—4½ m. *Ferney-Voltaire* (see p. 299).—10½ m. *Gex* (p. 310).—17½ m. **La Faucille** (p. 308).—23 m. *Mijoux* (p. 308).—34½ m. *Chézery* (p. 309).—48½ m. *St-Germain-de-Joux* (p. 301; halt for luncheon).—56½ m. **Nantua** (see below).—67 m. *Oyonnax* (p. 307).—87 m. **St-Claude** (p. 307).—94½ m. *Septmoncel* (p. 308).—106 m. *La Faucille* (p. 308).—110½ m. *Le Pailly* (p. 308).—113 m. *Gex* (p. 310).—123½ m. (199 km.) **Geneva** (see p. 299).

Autocars run daily in summer (36 fr.) from Geneva to (20½ m., 33 km.) *La Faucille* (p. 308); also on Mon., Wed., and Sat. to *St-Cergue* (p. 304).

Autocar service from Geneva to *Besançon*, see p. 285; to *Divonne-les-Bains*, see p. 310, to *St-Claude*, see p. 308.

B. Viâ Nantua

RAILWAY, 344 m. (554 km.) in 12¾–13¾ hrs. (no through fares). The route, although shorter than that viâ Ambérieu, is not taken by express trains. Passengers change carriages at Bourg and rejoin the main line at Bellegarde.—To *Nantua*, 309½ m. (498 km.) in 9–10½ hrs. (224 fr. 35, 151 fr. 45, 98 fr. 70 c.).

ROAD, see p. 297.

From Paris to (195 m., 315 km.) *Dijon*, see Rte. 49. Thence to (283 m., 457 km.) *Bourg*, see Rte. 57.

Beyond Bourg the line ascends steeply.—290 m. *Ceyzériat* lies on the slopes of the *Revermont*, a picturesque and abrupt W. ridge of the Jura, offering several good excursions.—For some distance beyond (295½ m.) *Villereversure* we ascend the valley of the Suran.—298 m. *Simandre-sur-Suran*. About 3 m. N.E. is the *Chartreuse de Sélignac*, founded in the 13th cent. but rebuilt in 1756 and 1868, with an attractive Louis XIV porch.—Beyond a tunnel (1 m.) we cross the Ain by the two-storied *Viaduc de Cize*, commanding *Views of the river gorges.—306¾ m. **La Cluse** (*Hôt. de la Gare*), though merely an industrial hamlet near the W. extremity of the *Lac de Nantua*, is of some little importance as a gateway to the French Jura. The railway skirts the lake.

From La Cluse to *St-Claude*, *Morez*, and *Andelot*, see Rtes. 59G and 59B.

309½ m. (498 km.) **Nantua** (*Hôt. de France*, R. from 25, L. from 18 fr.; *du Lac*), a summer resort (2533 inhab.) picturesquely situated at the E. end of its lake, at the foot of the bare *Roches du Mont* (3000 ft.) and the wooded *Monts d'Ain*, originated in a Benedictine abbey founded in the 7th or 8th century. This was the first burial-place of Charles the Bald (877). The 12th cent. abbey church of *St-Michel* has a mutilated Romanesque porch and a curious central lantern-tower; it contains some good woodcarvings and a St. Sebastian by E. Delacroix. In front of it stands a statue of Dr. Baudin, the deputy, born here in 1811 and killed at the barricades in the Faubourg St-Antoine in 1851. The lake (motor and rowing boats), which is exquisitely set between limestone hills, affords good salmon-trout fishing.

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A winding path ascends to (2 hrs.) the *Signal des Monts-d'Ain* (3390 ft.), a good view-point.—Excursions may be made to (6¼ m. N.W.) *Izernore* (p. 307), to (9¼ m. N.W.) the *Sauts de Charmine* (p. 307), and to the lakes of *Sylans* and *Génin* (see below).—Road to Ruffieu, see p. 298.

FROM NANTUA TO HAUTEVILLE, 21 m. (34 km.), light railway in 2¾–3 hrs. (12 fr., 7 fr. 35 c.; station by the lake). We skirt the lake as far as (2½ m.) *La Cluse* (see p. 300).—5 m. *St-Martin-du-Fresne*, see p. 298.—15 m. *Brénod*.—20½ m. *Lompnes* (pron. 'Lône') has a 17th cent. château converted into a hotel and used during the War as a sanatorium.—21 m. (34 km.) **Hauteville** (*Hôt. Charvet*; *Moderne*; *de la Gare*), with sanatoria for consumptives, is frequented for winter sports (2500 ft.). About 1½ m. S.E. is *Cormaranche* (inns), another winter-sport station. Omnibus from Hauteville to Tenay, see p. 298.

From Nantua to *Ambérieu*, see p. 297.—Autocars to *Geneva*, see p. 300.—Road to *Arinthod*, see p. 307.

Beyond a tunnel we skirt the *Lac de Sylans*.—317½ m. *St-Germain-de-Joux* (inns), at the foot of the attractive valley of the Semine, is a centre for excursions in the Bas-Jura. Autocars to Geneva, see p. 300; bus to St-Claude, see p. 309.—321 m. *Châtillon-de-Michaille* (Hôt. des Touristes, R. 10–20 fr., L. or D. 15 fr.) is splendidly situated on the edge of a rocky terrace above the confluence of the Semine and the Valserine. Hence the *Signal de Merlogne* (4107 ft.) and *Signal de Retord* (4337 ft.) may be ascended in 2½–3 hrs.; good views of the Alps.—We pass through two tunnels and rejoin the main line.—324 m. (522 km.) *Bellegarde*, and thence to (344 m., 554 km.) **Geneva**, see Rte. 58A.

59. THE FRENCH JURA

The **Jura** (*Juria*, 'a forest'), a curving mountain chain about 150 m. long and 25–50 m. wide forming the frontier between France and Switzerland, links with the Savoy Alps but is separated from the Vosges by the 'gap of Belfort.' It was the 'Mons Jura' of Caesar's Commentaries, separating the Sequani from the Helvetii. Sloping on the French side in a series of plateaux, clothed in high pasture-lands and pine-forests, it forms a rocky wall on the Swiss side, where its highest ridge, facing the Alps, falls away to the lakes of Bienne, Neuchâtel, and Geneva. The 'Jurassic system' (clay and limestone) derives its name from the range, which is deeply furrowed by characteristic gorges or 'cluses' due to volcanic fracture. The surface of the Jura has been likened to a sieve, and the interior mass to a sponge; to this porous character are due the numerous caverns, underground river-courses, and copious springs. The chief summits of the Haut-Jura, crowning the escarpment on the E. face, are the *Crêt de la Neige* (5653 ft.; French), the *Reculet* (5644 ft.; French), the *Mont Tendre* (5512 ft.; Swiss), and the *Dôle* (5415 ft.; Swiss); these, like the *Col de St-Cergue* (3805 ft.) and the *Col de la Faucille* (4364 ft.), the main passes, afford splendid views of the Alps. The Doubs and the Ain are the principal rivers of the Jura; there are a number of picturesque lakes. Rock salt is mined, and Gruyère cheese (produced in the co-operative dairies called 'fruitières') is a noted manufacture. In the populous villages near the Swiss border watchmaking and gem-cutting flourish.—Many refugees of advanced opinions, from Voltaire to Prince Kropotkin, have chosen the neutral zone of the Jura as their place of residence.

The Jura is traversed by the railways from Paris to Neuchâtel, Lausanne, and Geneva (Rtes. 55 and 58), and is skirted on the W. by the line from Besançon to Lyons (Rte. 56); and the following routes, which deal with excursions on the French slope of the range, diverge from these main lines. Autocars from Besançon and Geneva likewise ply to the French Jura (see pp. 285, 300). For the Swiss slope, see the *Blue Guide to Switzerland*.—Hotel accommodation in the Jura is rarely of the first class, but there are numerous inns with charges varying

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from 30 to 50 fr. daily. The climate is rainy in spring, but fairly dry in summer and autumn. This picturesque but comparatively little visited region has many attractions for the active walker who does not disdain the occasional use of the convenient local railways. Winter sports flourish at a growing number of centres.

A. From Pontarlier to Foncine-le-Haut

LIGHT RAILWAY, 26¾ m. (43 km.) in 2-2¼ hrs. (19 fr. 55, 12 fr. 30 c.).

Pontarlier, see p. 288. The light railway ascends the gorge of the Doubs, crosses the river beneath the railway bridge, and ascends its left bank. On the right rises the Fort de Joux (p. 288).—5 m. *Oye-et-Pallet* (Hôt. du Commerce).—We recross the Doubs and skirt the N. end of the *Lac de St-Point* (2780 ft., good fishing), a green lake 4 m. long and ½ m. broad, the largest in the Jura, enclosed by fir-clad slopes. It was known in the middle ages as 'Lac Damvautier,' from a traditional submerged city. The railway skirts the S.E. shore (charming views), crossing the Bief Milac, which originates in the 'Source Bleu' (l.), and falls into the lake in a cascade.

10 m. (16 km.) **Malbuisson** (*Hôt. du Lac*), a small summer-resort, is frequented for fishing and boating. Autocars to Besançon, see p. 285.—Beyond the head of the lake is (12½ m.) *Labergement-Ste-Marie* (see p. 288) with a station also on the main railway from Paris to Lausanne. On the right is the oval *Lac de Remoray*, another feeder of the Doubs, and on the left rises the *Mont de la Croix* (3330 ft.).—18¾ m. (30 km.) **Mouthe** (3010 ft.; *Hôt. Royet*), is situated amid pastures on the Doubs, which issues from a cleft rock above the village.—23 m. *Chaux-Neuve*. We cross the watershed between the valleys of the Doubs and the Ain (3280 ft.).—26¾ m. **Foncine-le-Haut** (*Inns*; trout-fishing), a village of 416 inhab. with a 16–17th cent. church.

The Saine springs from the foot of the Roche du Couliou, 1½ m. N.E.—The *Signal des Arbous* (3937 ft.) to the N., may be ascended in 1½ hr. (view).—From Foncine-le-Haut to *Lons-le-Saunier*, see Rte. 59D.

B. From Andelot to Morez and St-Claude

RAILWAY, 46 m. (74 km.) in 3–4¾ hrs. (33 fr. 35, 22 fr. 50, 14 fr. 65 c.); to *Morez*, 31 m. (50 km.) in 1¾–3¾ hrs. (22 fr. 55, 15 fr. 20, 9 fr. 90 c.). Splendid views on the left between Champagnole and Morez. The gradients are very severe. This route may be continued to La Cluse (Rte. 59G).

Andelot, see p. 287. The branch-line runs S. viâ (3¾ m.) *Vers-en-Montagne*, on the *Angillon*, beyond which rises (l.) a hill with a ruined castle. The church of *Le Pasquier*, the next hamlet, contains a Holy Family ascribed to Holbein. The height which comes into prominence on the left is *Mont Rivel* (2360 ft.), supposed to have been a Gallic oppidum.—8¾ m. (14 km.) **Champagnole** (*Hôt. Dumont*, R. 15–35, L. or D. 18 fr.), a sleepy town (4227 inhab.) with sawmills, and a quiet summer resort, is picturesquely situated on a rocky

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terrace above a glen of the Ain. Railway to Lons-le-Saunier, see Rte. 59c; light railway to Sirod, see p. 287; autocars to Besançon and to Geneva, p. 285.

The road from Champagnole to *Mièges* (10½ m. E.) threads the *Cluse d'Entreportes*, a waterless defile (700 yds.) between high cliffs.—The Val de Mièges affords pasture for thousands of milch-cows. Mièges has a noteworthy 13–16th cent. priory church.—Omnibus to Boujailles, see p. 287.

11¾ m. *Syam*, with foundries, near the confluence of the Laime and the Saine, is a station for several excursions. Autocars to Besançon and to Geneva, see p. 285.

A road ascends the valley of the Saine to (5 m.) *Les Planches-en-Montagne* (inn), a picturesque village near which are a waterfall (50 ft.) and a deep gorge (10–12 ft. wide) formed by the river. Thence to the Bief du Bouchon and Foncine-le-Bas, see p. 306.

The road from Syam to (10½ m.) *Mièges* (see above) passes (1½ m.) the *Perte de l'Ain*, where the river disappears in a fissure, and (9½ m.) *Nozeroy* (Hôt. de France), a small walled town with many quaint houses (light railway and omnibus to Boujailles, see p. 287).

We ascend the valley of the Laime; viaducts and tunnels. —16¾ m. *La Chaux-des-Crotenay* (Hôt. des Lacs; de la Poste, R. from 10 fr., L. 12, D. 10 fr.), a pleasant little resort, has a ruined castle (13th cent.) and a 15th cent. church.

The *Lacs de Maclu*, 2½–3 m. S.W., near the road to (6½ m.) *Bonlieu* (p. 305), have no apparent outlet. Near the same road is the *Lac de Narlay*.

Beyond (20½ m.) *La Chaumusse-Fort-du-Plasne* (2600 ft.) the railway leaves the valley of the Laime and ascends the pastoral plateau of Grandvaux.—23 m. *St-Laurent* (3000 ft.; Hôt. du Commerce), a small cheese-making town (1000 inhab.), was rebuilt after a disastrous fire in 1867. There are ruins of an abbey on the shore of a lake 4 m. S.W. Railway to Lons-le-Saunier and Foncine-le-Haut, see p. 305.—We climb the wooded slopes of the Mont-Noir, which is traversed just beyond (25½ m., 41 km.) *La Savine* by a tunnel (1½ m.; 3100 ft., the summit of the line) below the *Col de la Savine*.—The descent begins (*Views on the right).—28 m. (45 km.) *Morbier* (Hôt. du Jura), a flourishing little town (380 inhab.), is perched on a high terrace above the gorge of the *Bienne*. To the N.E. rise the *Rochers des Commères* (3560 ft.).—Within the next 3 m. the railway descends 400 ft. in a remarkable series of loops, with *Viaducts and tunnels of great engineering interest (fine views of Morez in the valley below).

31 m. (50 km.) **Morez** (2260 ft.; *Hôt. Central-Modern*, R. 18–30, L. or D. 20 fr.; *de la Poste*; *de France*), a tourist centre, in a beautiful limestone gorge of the Bienne, is a busy little town (5117 inhab.) noted for its clocks and spectacle-glasses. Gruyère cheese is made in the surrounding châlets dotted over the high pastures. Winter sports flourish here (ski-running contests and bob-sleigh races).

About 5 m. N.E. is *Bellefontaine* (Hôt. du Jura), with a lake, above which rises *Mont Risoux* (4472 ft.), on the French-Swiss frontier.

Omnibuses (tramway in construction) run twice daily in 2 hrs. to (15½ m., 25 km.) *St-Claude* (see p. 309) viâ (8 m., 13 km.) *Longchaumois*.—Autocars to (89½ m.) *Besançon* and (34¾ m.) *Geneva*, see p. 285.

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FROM MOREZ TO NYON (Switzerland), 25 m. (40 km.), light railway in 2¼–4 hrs., crossing the pass of St-Cergue. Picturesque views, chiefly on the right. For the ascent of the Dôle, alight at La Cure.—We cross the Bienne and ascend the flank of its romantic valley in sweeping curves.—6½ m. (10 km.) *Les Rousses* (Hôt. de France, R. 12–25 fr., L. or D. 14 fr.; Arbez, R. 30, L. 15, D. 14 fr.; autocars, see p. 285), a frontier village (294 inhab.) with a fort, situated on a lofty plateau (3723 ft.), is increasingly frequented for winter sports. The *Lac des Rousses* (no hotels), 1¼ m. N.E., is the source of the Orbe. From the *Noirmont* (5025 ft.; ascent in 3 hrs.), to the E., there is a splendid view of the Alps.—From (7½ m., 12 km.) *La Cure* (French and Swiss customs) a French frontier road, skirting the foot of the Dôle (see below), traverses the *Val des Dappes*, a territory once favoured by political refugees, and leads to (8 m., 13 km. S.) the *Col de la Faucille* (p. 304). This is the route followed by the Besançon–Geneva autocars (p. 285).—The line ascends by easy stages to the head of the *Col de St-Cergue* (3805 ft.), in a green dip between the Noirmont (see above) to the N. and the ***Dôle** (5505 ft.; 2 hrs.) to the S. The latter is perhaps the most frequented summit of the Jura. In front, the Alps come into view.—13 m. (21 km.) *St-Cergue* (hotels), a Vaudois village, is a summer resort and a winter-sport centre, noted for its panorama of the Alps; hence also the Dôle may be ascended.—Autocar to Geneva, see p. 300.—25 m. (40 km.) *Nyon*, on Lac Léman, see the *Blue Guide to Switzerland*.

From Morez the railway descends the winding gorge of the Bienne, skirting numerous side-valleys.—36¾ m. *Lézat*.—39 m. *La Rixouse-Villard* (caverns).—The rock-scenery grows wilder, and the valley narrows before opening out upon the charming basin of St-Claude.—46 m. (74 km.) **St-Claude**, see p. 307.

C. From Lons-le-Saunier to Champagnole

RAILWAY, 28 m. (45 km.), in 1½ hr. (7 fr. 20, 4 fr. 85, 3 fr. 15 c.); best views on the right.

Lons-le-Saunier, see p. 290. Diverging to the right from the line to Besançon about 1 m. N.E. of the town, our line ascends in curves (good retrospect).—4½ m. *Conliège*, see p. 305.—We mount above the Creux de Revigny (see p. 305) and reach the crest of the westernmost plateau of the Jura (1600 ft.). In the valley on the right is seen the light railway to St-Claude and Foncine-le-Haut.—Beyond (10½ m.) *Verges* we tunnel through a wooded ridge and descend into the valley of the Ain, deep-set amid pastures.—13¾ m. *Châtillon* (inn), with ruins of a 12th cent. castle, is the station for the *Valley of the Hérisson, with its lakes and waterfalls.

A station omnibus plies to (3 m.) *Doucier* (two inns), picturesquely situated midway between the valley of the Hérisson (S.) and the beautiful *Lac de Chalain* (N.), the second largest in the Jura (comp. p. 302), with a horseshoe of rocks at its head and submerged remains of a pile-built village on the N.W.—We ascend the valley to the S.E. to reach (1½ m.) the *Lac de Chambly* and (2½ m.) the *Lac du Val*.—About 1 m. farther upstream by footpath is the ***CASCADE DU VAL** (180 ft.), noteworthy for its graceful fan-formation; and above this is the *Grand Saut* (197 ft.), with a path between the water and the cliff from which it falls. Still farther upstream are smaller cascades, near a path leading to (3 m.) *Ilay* (p. 305).

Beyond Châtillon the line ascends the Ain valley, skirting a forest (l.).—17½ m. *Mirebel* has ruins of a castle.—19¼ m. *Pont-du-Navoy* is named from an 18th cent. bridge over the Ain; to the S.E. is a large tumulus.—23 m. *Crotenay*. We cross the Angillon.—28 m. (45 km.) **Champagnole**, see p. 302.

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D. From Lons-le-Saunier to Foncine-le-Haut

LIGHT RAILWAY, 43½ m. (70 km.) in 4–4½ hrs. (22 fr. 95, 16 fr. 15 c.); change at Clairvaux. Good views.

Lons-le-Saunier, see p. 290. Starting from its terminus adjoining the P.L.M. station the light railway enters the pleasant valley of the *Vallière*.—3 m. *Conliège*, shut in by vine-clad hills, has an interesting church of 1393, afterwards enlarged.—4½ m. *Revigny*. The *Creux de Revigny* is a 'cirque' of cliffs with caves said to have served as 'dug-outs' in mediæval wars. Near by is the source of the Vallière.—7½ m. *St-Maur-sur-Monts*. The Romanesque and 14th cent. church of *St-Maur*, 1½ m. W., contains a reliquary of the saint; above the village (½ hr.) is one of the finest view-points in the Jura.—From the station prosaically known as (8 m., 13 km.) *Bifurcation* the branch-line to Arinthod (Rte. 59F) diverges S.—Beyond (9¼ m.) *Nogna* we cross a wooded ridge; on a height to the N. are ruins of the 13th cent. castle of *Beauregard*, dismantled by Louis XIV's orders in 1668.—12½ m. *Pont-de-Poitte* has old-established ironworks, near the broad *Saut de la Saisse* (60 ft.) on the river Ain.

15½ m. (25 km.) **Clairvaux** (1732 ft.; Hôt. Éthevenard, R. from 10 fr., L. or D. 12 fr.) formerly had a castle, of which a keep and chapel survive. The church of *St-Nithier* contains good 15th cent. choir-stalls and paintings by Boullongne, Jouvenet, Vien, and Coypel. Traces of lake-dwellings were found in 1870 in the small Lac de Clairvaux lying to the S.—To *St-Claude*, see Rte. 59E.

19¾ m. *Crillat*, with a ruined castle. About 2 m. S. is the *Creux de la Frasnée*, a striking 'cirque' of rocks with a fine cascade.—The church of (21¾ m.) *St-Maurice* has a Gothic choir and an altarpiece of 1616. The adjacent ruined keep dates from the 16th century.—Near (24¼ m.) *Bonlieu* (inn) is the charmingly situated Lac de Bonlieu (Hôtel du Lac et de l'Abbaye), noted for its carp. The farm-buildings near the foot of the lake incorporate parts of a Carthusian monastery founded in 1272.

To the S. rises the *Observatoire des Mouillères* (3734 ft.), which may be ascended in 1¼ hr. (guide desirable; view).—Road to *La Chaux-des-Crotenay*, see p. 303.

26 m. *Ilay* (inn) lies near the S. end of the *Lac de la Motte*, on an islet on which stood a priory founded in the 6th cent. by Didier, a monk of St-Claude. Footpath to Doucier and Châtillon, see p. 304.—The railway threads a tunnel (curious rock formations) before passing (28½ m.) *La Chaux-du-Dombief*, with its ruined castle of 1304.—31 m. *St-Pierre* stands on the high plateau or 'val' of Grandvaux.—33 m. *St-Laurent*, see p. 303.—We proceed E. to (34¼ m.) *La Savine* (comp. p. 303), whence a pass leads to (5 m.) *Morbier* (railway, see p. 303).—At (37¼ m.) *Lac des Rouges-Truites*, the highest point of the line, there is indeed a lake but no trout.—41 m. *Foncine-le-Bas* (inn; light railway to Sirod, see p. 287).

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Near the road leading hence to (2 m. N.W.) *Les Planches-en-Montagne* (p. 303) is the fine waterfall of the *Bief-du-Bouchon* (300 ft.).—The line goes on up the valley of the Saine to (43½ m., 70 km.) **Foncine-le-Haut,** see p. 302.

E. From Lons-le-Saunier to St-Claude

LIGHT RAILWAY, 42½ m. (68 km.) in 4 hrs. (22 fr. 30, 15 fr. 65 c.).—AUTOCAR thrice weekly in 3½ hrs.

From Lons-le-Saunier to (15½ m., 25 km.) *Clairvaux*, see Rte. 59D. Thence the light railway runs S., skirting the W. bank of the Lac de Clairvaux (see p. 305).—18 m. *Soucia*, at the head of the valley of the Serra.—Beyond (21¾ m.) *Meussia* we cross a bleak limestone plateau.

27¼ m. (44 km.) **Moirans** (*Hôt. Dessoy*, R. 15 fr.), an ancient village (1439 inhab.) in a wild gorge, was once a dependency of the abbey of St-Claude. The ancient town of *Mauriana* stood on the plateau to the W. Gruyère cheese and 'articles de St-Claude' (especially whistles) are made here.

In a gorge of the Ain 2½ m. W. (long detour necessary) is the ruined Carthusian abbey of *Vaucluse* (Vallis Clusae; open to visitors), founded in 1139 and suppressed in 1790, with gardens on a terrace above the river. This must not be confounded with the Vaucluse of Petrarch and Laura, which is near Avignon.

We ascend a waterless and rocky valley, and enter the *Vallon d'Héria*, in which the remains of an aqueduct recall a vanished Gallo-Roman town traditionally named 'Ville d'Antre.'—Beyond (29 m.) *Villards-d'Héria*, with a small lake (good trout-fishing), a splendid view of the gorge of the Bienne opens to the S.—The ruined 12–17th cent. castle of (33 m.) *Pratz* belonged to the father of Lamartine (comp. p. 318).

St-Romain-de-Roche, 1 m. S.W., has a 14th cent. church and ruins of a priory dependent on the abbey of St-Claude; this was originally a nunnery, under the name of *Balma*. Here St. Romanus (whose sister Iola was abbess) was buried in 460.

We descend by a series of loops into the valley of the Bienne, enjoying superb views.—35½ m. *St-Lupicin* (Hôt. du Soleil), known as *Lauconne* until the 12th cent., has a Romanesque church containing the modern reliquary of St. Lupicinus, who founded a priory here in 445.—At (38½ m.) *Lavans* we cross the railway from La Cluse to St-Claude (p. 307).—42¼ m. (68 km.) **St-Claude,** see p. 307.

F. From Lons-le-Saunier to Arinthod

LIGHT RAILWAY, 25½ m. (41 km.) in 2¼–3 hrs. (13 fr. 55, 9 fr. 30 c.).

From Lons-le-Saunier to (8 m., 13 km.) *Bifurcation*, see Rte. 59D. The line turns S., crossing a plateau.—10½ m. *Marnézia* has a 15th cent. church enlarged in 1668 and ruins of a Gallo-Roman temple or fort.—We descend into the valley of the *Torreigne* and cross the river.

15 m. (24 km.) **Orgelet** (*Hôt. de la Croix-Blanche*; *de Paris*, R., L. or D. 10 fr.), an ancient town (1119 inhab.), with some

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interesting old buildings, lies at the foot of *Mont Orgier* (2100 ft.), which is crowned by a colossal Virgin erected in 1862. On a mound are ruins of a castle of the counts of Chalon, destroyed in 1595. The 13–16th cent. church of *Notre-Dame* has Renaissance choir-stalls and one or two old paintings in handsome carved frames. The hospital, often restored, dates from 1292.

La Tour-du-Meix (inns), 3 m. E., lies at the foot of a cliff on which are a ruined castle of the abbots of St-Claude, and the *Mur des Sarrasins*, a dry stone fortification of unknown origin.—Farther S.E. is the striking *Cluse de la Pyle*, a waterless defile, with a large cavern of the kind common in this neighbourhood.

The names of the next stations, (19¾ m.) *Chambéria* and (21¾ m.) *Ugna-Savigna*, are probably of Gallo-Roman origin. —We cross the Valouse and the Valzin.—23 m. *Châtonnay*. —25½ m. (41 km.) **Arinthod** (*Hôt. de l'Europe*), the terminus of the line, is a village of 764 inhab. with a 12th cent. church and a churchyard cross. Close to the village are a dolmen and a menhir.

Excursions may be made hence to the *Roche Banaude* (2¼ m. N.E.); to the church and cavern of *St-Hymetière* (2 m. S.); to the ruined castle of *Dramelay* (3 m. N.W.); etc.—Good walkers may proceed from Arinthod to *Nantua* (c. 20 m. S.) by mountain-road.

G. From La Cluse to St-Claude

RAILWAY, 26¾ m. (43 km.) in 1¾ hr. (19 fr. 35, 13 fr. 10, 8 fr. 50 c.). This route is continued to Morez and Andelot in Rte. 58B.

La Cluse, see p. 300. The line runs N.E., ascending the valley of the Ange.—3¾ m. *Martignat*.—5½ m. *Bélignat* manufactures articles in celluloid ('bellignite').—7½ m. (12 km.) **Oyonnax** (*Hôt. Varin*; *Nouvel-Hôtel*, R., L. or D. from 15 fr.), an industrial town (11,245 inhab.) noted especially for its manufacture of combs, toys, etc., in celluloid and horn, is the centre for a number of excursions.

The *Lac de Viry*, 4 m. N.E., has 'floating islands' of turf.—On the Oignin, about 4 m. W., are the picturesque *Sauts de Charmine*, and 2¼ m. farther S. is *Izernore*, with three Corinthian pillars (20 ft.) of a temple of the Roman Izarnodurum; these may be visited also from Nantua (see p. 301).—Omnibus from Oyonnax to *Septmoncel*, see p. 308.

Beyond (12½ m.) *Dortan-Lavancia*, a village noted for wood-turning (chessmen, tops, etc.), we enter the wild but rather monotonous valley of the Bienne.—16¾ m. *Jeurre-Vaux*.—19¾ m. *Molinges* has marble quarries.—23 m. *Lavans-St-Lupicin*, see p. 306.

26¾ m. (43 km.) **ST-CLAUDE** (1312 ft.; *Hôt. de France*, R. from 15 fr., D. 16 fr.; *Nouvel-Hôtel*, R. 12–60, L. or D. 15 fr.; *du Globe*), an ancient town of 12,407 inhab. and the seat of a bishopric, occupies a situation of great beauty on the slopes of the Mont Bayard, above the confluence of the Bienne and the Tacon. Briar pipes and carved and inlaid toys and ornaments ('articles de St-Claude') are made here. St-Claude is one of the chief tourist centres of the Jura.

St. Claude (7th cent.) was the twelfth abbot of a famous monastery founded here in 425, which afterwards became the centre of an independent territo

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within the Franche-Comté, under the autocratic rule of the abbots. The bishopric was created in 1742, but the enfranchisement of the 'serfs of the Mont-Jura,' whose cause was championed by Voltaire, was not secured until 1789. The town was ravaged by a great fire in 1799 and by a hurricane in 1890.

A bronze statue of Voltaire, by *Syamour*, stands at the farther end of the viaduct over the Bienne by which we reach the town from the station. From the Boulevard de la République (r.), the long Rue du Pré, with one or two old doorways, leads viâ the Rue du Président Wilson to the **Cathedral** (*St-Pierre*), the sole relic of the abbey, a plain rectangular building of 1340–1726 with a classical front, a square tower, and five little spires. Its quaint and beautiful *Choir-Stalls (1450–60), carved by Jean de Vitry, represent a variety of subjects, including (in the cornerpiece on the left as we enter the choir) the first abbots at work upon the monastery, while little demons pelt them with stones. The detail of the misericords is remarkable. In the nave is an altarpiece of 1533 in carved wood with painted panels of the Italian school. An obelisk in front of the church commemorates the deliverance of the 'serfs' (see above). A bold suspension bridge (1845) spans the gorge of the Tacon.

In the neighbourhood of St-Claude are several fine waterfalls, including the *Cascade des Combes* (¾ m. N.).—*Mont Bayard* (3140 ft.) may be ascended in 2 hrs. (view).—The prominent crag to the N. of St-Claude, overlooking the Bienne, is called the *Pain du Sucre* (3100 ft.).

FROM ST-CLAUDE TO GEX AND GENEVA VIÂ THE COL DE LA FAUCILLE, 39 m. (63 km.), P.L.M. Autocar daily from 1st July to 20th Sept. in 3 hrs. (30 fr.); sleighs for hire in winter. The road winds upward to (1¼ m.) *L'Essard*, on the Tacon, skirting on the left a side-valley in which is the *Cascade de la Queue-de-Cheval* (160 ft.).—We enter the *Gorge of the Flumen. A tunnel (70 yds. long) gives name to (2½ m.) *La Roche-Percée*.—The ascent (1 in 12–16) is continued by sweeping curves, affording splendid views.—5½ m. *Les Moulins* (inn) is a hamlet with sawmills, above the 'cirque' in which the stream takes rise.—We reach the high pastures.—6¾ m. (11 km.) **Septmoncel** (3280 ft.; *Hôt. des Monts de Jura*), noted for its cheese (resembling Roquefort), is visited for winter sports. Gem-cutting is a domestic industry in this district. A bus runs twice daily in summer from Septmoncel to (21¾ m., 35 km.) *Oyonnax* (p. 307), viâ (10 m.) *Les Bouchoux* (p. 309).—The high-lying hamlet of *Lamoura* is passed on the left of the road (8 m.), on which side rises also the *Crêt Pela* (4911 ft.).—13 m. *Lajoux*.—From the summit level (3954 ft.) the road descends to (16 m.) *Mijoux* (French customs; Hôt. de la Valserine), a gem-cutting village and modest resort on the *Valserine*. Road to Chézery, see p. 309; autocar to Geneva, see p. 300.—The old road thence to the Faucille, rising 1200 ft. in 2 m., was opened by Napoleon in 1805, but vehicles generally follow the new road ('Route des Cerisiers,' 5 m.) on the left bank of the Valserine.—21¾ m. (35 km.) **Col de la Faucille** (4364 ft.; **Hôt. de la Faucille*; *de la Couronne*), the most important pass over the Jura, both of whose slopes are here French, is famed for its *View of the Alps, especially of Mont Blanc, straight ahead. It is frequented as a summer and winter resort. Among the woods are many charming châlets. To the N.E. rises the *Vieille-Maison* (4967 ft.), and to the S. the *Mont-Rond* (5249 ft.; view-indicator). *Mont Colomby de Gex* (5548 ft.; pylon and view-indicator), to the S., may be ascended in 2 hrs. (descent to Lélex, see p. 309).—Road from the Col to *Morez* viâ *La Cure* and *Les Rousses*, see p. 304.—Autocars to Besançon and to Geneva, see p. 285.

The road descends from the Col in a series of remarkable loops, in view of the Alps.—23 m. *Le Pailly* (hotel), an autocar halt.—At the foot of the *Turet* (4495 ft.) we pass the *Fontaine Napoléon* (1805), and afterwards we skirt the *Vorimont*, with ruins of a castle of Lionette de Joinville, Lady of Gex, which

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was destroyed in 1353. The wooded ravine of the *Creux de l'Envers* is next traversed.—28½ m. (46 km.) *Gex*, see p. 310, and thence to (39 m., 63 km.) *Geneva*, see p. 300.

Motor-buses run twice daily from St-Claude to (18¾ m., 30 km.) *St-Germain-de-Joux* (p. 301), viâ (8 m.) *Les Bouchoux*, in the pretty valley of the Tacon.—Omnibus to *Morez*, see p. 303.—From St-Claude by railway to *Morez* and *Andelot*, see Rte. 59B; to *Lons-le-Saunier* by railway or autocar, see Rte. 59E.

H. From Bellegarde to Chézery (Valley of the Valserine)

ELECTRIC TRAMWAY, 12½ m. (20 km.) in 1½ hr. (6 fr. 90, 4 fr. 30 c.).—ROAD from Chézery to Mijoux, see below.

Bellegarde, see p. 299. The tramway runs N., crossing the Valserine (view).—1¾ m. *Lancrans* is situated on the lower slopes of the *Crédo* or *Crêt d'Eau* (5328 ft.; easily ascended by bridle-path in 3½ hrs.; *View), through a S. spur of which runs the Crédo tunnel (p. 299).—3¾ m. *Confort*, with a hospice.—The line recrosses the Valserine by a fine single-arch viaduct (260 ft. span), 200 ft. above the stream.—6¾ m. *Montanges*, on a plateau (1960 ft.).—9¼ m. *Champfromier* (inns), giving its name to a picturesque forest, is a modest summer resort. Above it rises the *Crêt du Mont* (4565 ft.; 2 hrs.).—12½ m. (20 km.) **Chézery** (2050 ft.; **Hôt. des Touristes*; *de la Valserine*; etc.), a quiet and charming resort (927 inhab.), grew up around a Benedictine abbey founded in 1140, of which St. Lambert and St. Roland were abbots. The former abbey church (1648) remains. The village is a centre for excursions in the beautiful *Valley of the Valserine, and it lies at the foot of the highest ridge of the Jura, from which rise several rocky peaks.

Guides are needless, but climbers should be provided with map, compass, and (in summer) water-bottle. The **Reculet** (5644 ft.), to the N.E., with a rocky summit, affording a *View of the Alps (belvedere), may be ascended in 4½ hrs.—A ridge (easily negotiable) leads thence to (1 hr.) the ***Crêt de la Neige** (5653 ft.), the highest peak of the Jura, deriving its name from a natural hollow N. of the summit in which snow lingers until September. Descents to Thoiry and Sergy-St-Genis, see p. 310.—On the opposite (N.W.) side of the valley rises the *Crêt de Chalam* (5079 ft.; ascent in 3 hrs.), from which Mont Blanc may be seen above the main ridge of the Jura.—In the side-valleys are several rocky 'cirques,' resembling those of the Pyrenees.

FROM CHÉZERY TO MIJOUX, 13 m. (21 km.) road (omnibus daily; autocars, see p. 300), ascending the valley of the Valserine. On the left we pass the rocky foothills of the Crêt de Chalam (see above), while on the right towers the main ridge.—1½ m. *La Rivière*, a sequestered hamlet at the mouth of a side-valley.—7¾ m. *Lélex* (3000 ft.; Hôt. des Voyageurs, R. 12–24, L. or D. 14 fr.), delightfully situated on the left bank of the Valserine, is a summer and winter resort, noted for its cheeses ('Chevret'; 'bleu de Gex'). *Mont Colomby de Gex* (see p. 308), which rises to the E., may be ascended hence in 3 hrs. Ascents of the *Reculet* and *Crêt de la Neige*, see above. The well-marked *Col de Crozet* (for good walkers only) leads to (5 m.) *Chevry* (see p. 310).—The road now follows the trough of the valley, passing a few scattered farms.—13 m. (21 km.) *Mijoux*, see p. 308.

From Chézery by autocar to *Geneva*, see p. 300.

J. From Bellegarde to Gex and Divonne

RAILWAY, 29¼ m. (47 km.) in 2½–2¾ hrs. (21 fr. 15, 14 fr. 30, 9 fr. 30 c.).

Bellegarde, and thence to (5½ m.) *Collonges*, see p. 299. We diverge to the left from the line to Geneva, and traverse

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the S.E. slopes of the main ridge of the Jura.—7½ m. *Paradis.*—13 m. *St-Jean-de-Gonville.*—15 m. *Thoiry* (Hôtel du Dixneuvième Siècle) is a small diamond-cutting town (497 inhab.) at the foot of the Reculet (see p. 309; ascent in 4 hrs.).—17½ m. *Sergy-St-Genis*, at the foot of the Crêt de la Neige (see p. 309; 4 hrs. by rough path).—We cross the valley of the *London.*—19¾ m. *Chevry*, at the foot of the Colomby de Gex (p. 309; 4 hrs. by fair path). To *Lélex* viâ the Col de Crozet, see p. 309.—On the right is the valley of the *Journan*, which we presently cross.

24¼ m. (39 km.) **Gex** (1960 ft.; *Hôt. Bellevue*, R. 12–25, L. or D. 12 fr.; *du Parc*, R. 12–20, L. or D. 14–15 fr.; *du Commerce*; etc.), a clean modern town (1443 inhab.) with steep streets, once the capital of an independent barony and now the centre of a neutral customs zone, is delightfully situated above the left bank of the Journan, at the foot of the Col de la Faucille. There is a striking view of Geneva and the Alps from the Place Gambetta, a terrace near the Hôtel de Ville. Gex is a centre for excursions and is visited by the Genevese for winter sports. It gives its name to a cheese ('bleu de Gex').

AUTOCARS to *St-Claude*, see pp. 308–309; to *Besançon*, see p. 285; to *Geneva*, see p. 300.—Tramway to *Ferney-Voltaire* and *Geneva*, see p. 299.

We cross the *Oudart* and continue to skirt the foothills of the Jura.—27¼ m. *Grilly*, with a castle, was once a fief of the 'Pays de Gex.'—29¼ m. (47 km.) **Divonne-les-Bains** (1570 ft.; *Grands-Hôtels des Bains*, pens. 50–100 fr.; *de l'Écu de France*, R. 18–30, L. or D. 12 fr.; *des Étrangers*; *de la Truite*; etc.), close to the Swiss frontier, is a frequented spa (918 inhab.) with cold springs (45° F.), and is popular also as a winter resort. It has a modern and excellently equipped *Établissement* in a large park, with the usual attractions for visitors.

AUTOCARS run twice daily in summer to (13 m., 21 km.) *Geneva* (p. 298) and viâ (5 m.) *Gex* (see above) to (12½ m., 20 km.) *La Faucille* (p. 308).—A light railway crosses the frontier to (5½ m., 9 km.) *Nyon* (p. 304).

60. FROM DIJON TO LYONS

RAILWAY, 122½ m. (197 km.) in 2¾–6 hrs. (88 fr. 75, 59 fr. 90, 39 fr. 5 c.); to *Beaune*, 23 m. (37 km.), in ¾–1 hr. (16 fr. 65, 11 fr. 25, 7 fr. 35 c.); to *Chalon-sur-Saône*, 42 m. (68 km.) in 1–2½ hrs. (30 fr. 65, 20 fr. 70, 13 fr. 50 c.); to *Mâcon*, 77½ m. (125 km.) in 1¾–3¾ hrs. (56 fr. 30, 38 fr., 24 fr. 80 c.). From Dijon to Beaune the journey may be made also by the AUTOCARS of the Circuit de Bourgogne (see p. 277).—From Chalon-sur-Saône the journey to Mâcon and Lyons may be made by river-steamer (see p. 316).

This route is the continuation of the through route from Paris (comp. Rte. 49); from Paris to *Lyons* (Lyon-Perrache Station), 318 m. (512 km.) in 7–9½ hrs (230 fr. 65, 155 fr. 70, 101 fr. 50 c.).

ROAD, 123½ m. (200 km.).—6¾ m. (11 km.) *Gevrey-Chambertin* (see p. 311).—13½ m. (22 km.) *Nuits-St-Georges* (p. 311).—23½ m. (38 km.) **Beaune** (p. 311).—33 m. (53 km.) *Chagny* (p. 313).—44 m. (71 km.) **Chalon-sur-Saône** (p. 314).—61½ m. (99 km.) *Tournus* (p. 317).—80 m. (129 km.) **Mâcon** (p. 318).—103 m. (166 km.) *Villefranche* (p. 319).—107 m. (172 km.) *Anse* (p. 319).—110 m. (177 km.) *Les Chères*, 1½ m. beyond which we diverge to the right from the old road, leaving Limonest and its abrupt gradients to the left.—123½ m. (199 km.) **Lyons** (p. 320).

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Dijon, see Rte. 52.—Our railway, leaving the lines to Lausanne and Bourg to the left, crosses the Ouche and the Canal de Bourgogne and skirts (r.) the vine-clad hills of the Côte-d'Or. At (6¾ m.) *Gevrey-Chambertin* (Hôt. Chambertin), which has a 13–16th cent. church and ruins of a 13th cent. castle, begins the famous 'Côte de Nuits,' which produces the renowned vintages of Chambertin and Clos de Bèze.—10½ m. *Vougeot* is famed for the vineyard of *Clos-Vougeot* (125 acres), which was cultivated by the monks of Cîteaux from the 12th cent. until the Revolution. Part of their château (1551) remains, together with an old wine-cellar, the 'Vendangeoirs de Cîteaux,' containing 13th cent. wine-presses.—On the right of the railway lies *Vosne-Romanée*, likewise celebrated for its wines, including Romanée-Conti, 'the pearl of the Burgundian crown,' Richebourg, etc.

13½ m. (22 km.) **Nuits-St-Georges** (*Hôt. de la Croix-Blanche*), a small wine-growing town (3096 inhab.) on the Muzin, has a late 13th cent. church (*St-Symphorien*) showing the persistence of the Romanesque tradition in Burgundy. A monument commemorates the indecisive battle of Nuits (Dec. 18th, 1870). The Clos-St-Georges is the most esteemed vineyard of this district. The abbey of Cîteaux (p. 276) lies 7½ m. E. Light railway to Dijon, see p. 276.—Near (20 m.) *Serrigny* we reach the outlying vineyards of the Côte de Beaune.

23 m. (37 km.) **BEAUNE,** an ancient town (11,525 inhab.) on the *Bouzaize*, still partly walled, and surrounded by rich vineyards, is visited chiefly for its famous hospital.

Railway Stations. *P.L.M. Station* (Buffet) E. of the town, in the Faubourg St-Jean. *Local Stations* (for trains to Saulieu, etc.) in the Boul. Bretonnière and adjoining the P.L.M. station.

Hotels (buses meet the trains). HÔT. DE LA POSTE, 5 Boul. Bretonnière, R. 25–100, L. or D. 20 fr.; DE FRANCE ET TERMINUS, opposite the P.L.M. station; DU COMMERCE, 26 Rue Victor-Millot; DE LA CLOCHE, R. from 12, L. or D. 13 fr.

Post Office, Rue St-Étienne.—SYNDICAT D'INITIATIVE, Rue du Collège.

History. Beaune, the Roman *Belina* or *Belnocastrum*, afterwards the chief town of the Beaunois, was regarded by the dukes of Burgundy as the third city of their duchy. In the religious wars it became a stronghold of the League, against the will of the citizens, who themselves petitioned Henri IV for the destruction of the castle and fortifications; this was partially effected in 1602. —For the wines of the Beaunois, see pp. 246, 313.

The two huge towers (15th cent.) at the beginning of the Rue du Château, by which we enter the town, are survivals of the castle. The street is continued by the Rue des Tonneliers (l.) to the *Place Monge*, in which is a statue of the mathematician Gaspard Monge (1746–1818), a native of Beaune. The *Hôtel de la Rochepot* or *de la Mare* (1522), now a bookseller's shop, in this square has a Gothic front and noteworthy Renaissance courtyards. On the S. side is the *Belfry* of the former Hôtel de Ville (15th cent.).

A little to the S. (left) is the ****Hôtel-Dieu,** sometimes wrongly called the *Hôpital du Saint-Esprit* (adm. daily, 10–

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11.30 and 1–4; gratuity), a building largely constructed of wood, the original portion (1443) of which preserves the Flemish Gothic character imparted by its architect Jehan Wiscrère.

The hospital was founded by Nicolas Rolin, chancellor of Duke Philip the Good, and his wife, Guigone de Salins, and its administration was committed in 1449 to nuns of the order of the Saint-Esprit, established at Malines, whose rule, usages, and costume (white in summer, blue in winter, with a Flemish head-dress) are retained by the 'sœurs hospitalières' of to-day. Within its mediæval setting the hospital maintains a high level of modern scientific organization and accommodates 200 patients in its eight wards.

The entrance is protected by a bold and graceful arcaded penthouse with leaden ornaments and statuettes. The remarkable wrought-iron door-knocker should be noted. A vestibule adorned with the founders' arms and initials leads into the *Main Courtyard, which is surrounded (except for the 17th cent. Salle St-Louis) by buildings of 1443, still devoted to their original use, and with its galleries, its dormer windows rising from the tiled roofs, its leaden ornaments, and its gilded vanes presents a most picturesque scene. During the feast of Corpus Christi the walls of the courtyard are hung with tapestries, some of which date from the foundation of the hospital.

We first enter the *Grande Salle des Malades*, a women's convalescent ward, under the same fine polychrome timber roof as the *Chapel*, from which it is separated by a wooden screen adorned with statuettes. This arrangement, permitting the patients in bed to hear the services, recalls St. Mary's Hospital at Chichester. The three following rooms are not always shown, viz. the *Salle St-Hugues*, which has 18th cent. mural paintings of the miracles of Christ, the *Salle St-Nicolas*, with its ancient fittings, and the *Kitchen*, where a curious 17th cent. automaton is kept. We ascend to the large *Salle du Conseil*, on the first floor. In this hall, which is hung with Flemish and Aubusson tapestries, is held the yearly auction of the finer wines produced by the hospices of Beaune, which serves to determine the price of other vintages of the Côte-d'Or. We return to the ground floor to visit the *Dispensary*, or 'apothicairerie,' which contains old faïence and metal utensils, and then cross a second courtyard to reach the MUSÉE (adm. 50 c.; free on Sun. 3–4.30), an interesting collection of tapestry, furniture, woodcarvings, faïence, ancient utensils, and various portraits and sketches. In the second room is the *LAST JUDGMENT by *Roger van der Weyden* (Rogier de la Pasture of Tournai; 1399–1464), a famous altarpiece, which hung in the hospital chapel until 1793.

This superb polyptych consists of a large central panel, flanked by eight smaller panels. On the right are seen the Virgin and six apostles, with standing figures of Nicolas Rolin, Philip the Good, Bp. (afterwards Card.) Jean Rolin, son of the chancellor, and Pope Eugenius IV (1383–1447); and on the left are St. John the Baptist and six apostles, with Guigone de Salins (almost hidden), the duchess of Burgundy, and Philipote Rolin (the chancellor's daughter, who died in the hospital). The outer portion of the altarpiece, likewise depicting the

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founders, with grisaille figures of St. Sebastian and St. Anthony, and small panels with the Annunciation, hangs on the opposite wall.—The high warp tapestries in this room were originally designed to cover the beds of patients on feast days.

The former collegiate church of **Notre-Dame,** which rises a short distance N.W. of the Hôtel-Dieu, dates mainly from the 12–13th cent. and is typical of Cluniac architecture of the period. The main porch, with its three 13th cent. doorways and their 15th cent. doors, deserves attention. The central tower is Gothic. Near the S. transept are portions of a 13th cent. cloister and a curious little chapel of the same period. In the interior will be noted several windows in grisaille, by Didron, stone altarpieces and other good carvings in the aisle chapels, and beautiful 15th cent. tapestries with scenes from the Life of the Virgin in the sacristy (for adm., apply to the sacristan). The semicircular chapels of the choir are interesting.

At the farther (N.W.) end of the Avenue de la République is the *Square des Lions,* with a bastion of the old town-walls made into a terraced walk; and to the W. of this is a pleasant park enclosing the source of the Bouzaize. From the square we return along the narrow Rue Jules-Marey to the Place Monge, on the N. of which opens the Rue de Lorraine, with two 16th cent. houses. In the Rue Rousseau-Deslandes (r.) is an old-established hospice with a chapel of 1645. In the Rue Charles-Aubertin is the *Hôtel de Ville,* occupying a former Ursuline convent of 1697. It contains the *Musée* (open free on Sun. afternoon; other days on application), with antiquities, several paintings of the French and Flemish schools, and a series of works by Félix Ziem (1821–1911), a native of Beaune. The Rue de Lorraine ends at the *Porte-St-Nicolas,* a triumphal arch of 1761, leading to the suburb of *St-Nicolas,* named from its 12–14th cent. church, with a good original porch and a 12th cent. doorway.

A picturesque road leads N.W. to (3 m.) *Savigny-lès-Beaune,* which has an interesting church and château, and to (9¼ m.) *Bouilland,* finely situated in a typical 'combe' of the Côte-d'Or.

FROM BEAUNE TO SAULIEU, 44 m. (71 km.) light railway in 4½ hrs. (12 fr. 75, 9 fr. 20 c.).—3 m. (5 km.) *Pommard,* celebrated for its vineyards. About 1 m. S.W. lies *Volnay,* another name familiar to connoisseurs of wine.—10 m. *Pas-de-St-Martin* in a picturesque defile.—16 m. *Bligny-sur-Ouche* (p. 277).—26 m. *Arnay-le-Duc* (p. 264).—44 m. (71 km.) *Saulieu,* see p. 266.

From Beaune to *Dijon* viâ the 'Arrière Côte,' see p. 276.

A branch line runs from Beaune to (11¼ m., 18 km.) *Allerey* (p. 278) viâ (6¾ m.) *St-Loup-de-la-Salle.*

Beyond Beaune we cross the Bouzaize.—28 m. *Meursault* (1750 inhab.), 1½ m. from the station, has a 14–16th cent. church with a good belfry and spire. The district is famed for its white wines, the finest vintage being that of *Montrachet,* which is passed on the right of the railway.

32 m. (52 km.) **Chagny** (*Buffet; Hôt. du Commerce,* R. 14–30, L. or D. 15 fr.; *Central*) is an industrial town (4185 inhab.) on the *Dheune,* possessing an arcaded Hôtel de Ville and an old priory church with a Romanesque nave and aisles and a

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12th cent. tower. In 1365 Chagny became a headquarters of predatory bands of discharged mercenaries, known as the 'Grandes Compagnies' or 'Écorcheurs' (flayers), who, however, were persuaded by Du Guesclin, in return for a large bribe and papal absolution for their crimes, to transfer their activities to Spain, against Pedro the Cruel of Castile, at that time an ally of England.

The branch-line from Chagny to (51 m., 82 km.) *Dôle* (p. 278) runs viâ (9¼ m., 15 km.) *St-Loup-de-la-Salle* (see p. 313), (14 m., 23 km.) *Allerey* (p. 278), (23¾ m., 38 km.) *St-Bonnet-en-Bresse* (p. 291), and (41 m., 66 km.) *Chaussin* (p. 291).

From Chagny to *Nevers* viâ Autun, see Rte. 62A; viâ Le Creusot, see Rte. 62B.

Passing (34¾ m.) *Rully* and (36½ m.) *Fontaines*, we traverse the Forêt de Marloux and farther on cross the Thalie.

42 m. (68 km.) **CHALON-SUR-SAÔNE** (buffet), an industrial town (29,680 inhab.) and a busy corn-market, was a residence of the Burgundian kings in the 6th century. Its bishopric, suppressed at the Revolution, dated from the 4th century.

Hotels. ROYAL-HÔTEL (Pl. b; C 2), R. 15–100, L. 25, D. 30 fr.; MODERNE (Pl. a; B 3), R. 16–100, L. or D. 25 fr.; DU CHEVREUIL (Pl. c; C 2), R. 18–50, L. or D. 20 fr.; CENTRAL, R. 18–35 fr.; TERMINUS (Pl. d; B 4).

Restaurants. *Aux Vendanges de Bourgogne*, Rue de l'Obélisque; *de la Bourse*, Rue du Port-Villiers.

Post Office (Pl. B 3), Boul. de la République.—SYNDICAT DES INTÉRÊTS CHALONNAIS, 5 Rue des Tonneliers (Pl. B 2).

Steamers twice weekly to *Mâcon* and *Lyons*, see p. 316.

The Rue de la Gare (Pl. B 4), crossing the Canal du Centre, is prolonged by the wide Boulevard de la République to the Place de l'Obélisque (Pl. A, B 3), on which are an *Obelisk* (1790) commemorating the opening of the canal, the *Palais de Justice*, and the *Market*. Farther on in the same direction, beyond the *Neptune Fountain* by Sordoillet (1744), lies the Place de Beaune (Pl. A, B 2), whence the narrow but busy Grande-Rue, in which are several ancient houses, leads (right) towards the Pont St-Laurent (see below). Short of the bridge the Rue St-Vincent (left) leads into the picturesque Place St-Vincent, where a busy market is held on Fridays.

The church of ST-VINCENT (Pl. B 2), formerly the cathedral, is a 12–15th cent. building with a choir and apse in the purest 13th cent. Burgundian style, but the florid W. front was rebuilt in 1827–51. In the 3rd chapel of the N. aisle is a Renaissance piscina, and the former bishop's throne in the choir has a finely carved stone canopy. To the S. of the church is a Gothic cloister surrounded by the old canons' houses; and to the N.E. is the former *Bishop's Palace*, with a round tower originally part of the old town-wall.

We may cross the *Pont St-Laurent* (Pl. C 2; 1780) to visit the *Hospital*, which contains good stained glass and panelling, and then recross to follow the quays downstream to the Place du Port-Villiers (Pl. C 2), near the landing-place of the Mâcon ...ons steamers (p. 316). In the Place stands a bronze ... Nicéphore Niepce (1765–1833), a pioneer of photo-

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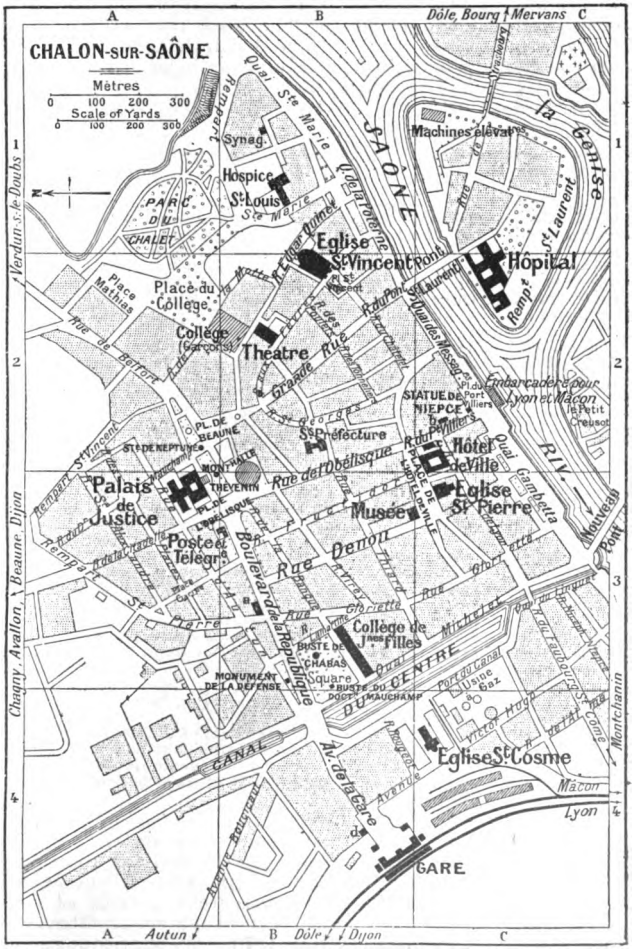

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graphy and a native of Chalon. A little to the N.W. opens the long Place de l'Hôtel-de-Ville, with the *Hôtel de Ville*, the church of *St-Pierre* (Pl. C 3), dating from the late 17th cent. (restored), and the Musée. The *Musée Denon* (Pl. B, C 3), contains antiquities, sculptures, and paintings, and Niepce's earliest cameras and photographic prints (open free on Sun., 12–4; other days on application).

A light railway runs E. from Chalon to (18½ m., 30 km.) *Mervans* (p. 292), passing (1¾ m.) *St-Marcel*, with the 12th cent. church of a Cluniac priory in which Abelard died in 1142 (comp. p. 170).

FROM CHALON TO ROANNE, 84½ m. (136 km.), railway in 5–5¾ hrs. (61 fr. 25, 41 fr. 35, 26 fr. 95 c.).—5 m. *Givry* lies at the foot of the 'Montagne Chalonnaise.' —7½ m. *St-Désert* has a 14th cent. embattled church, rather freely restored.—16¾ m. *Étiveaux*.—18 m. *St-Gengoux-le-National* (Hôt. de la Croix-Blanche), a quaint little town with a 12–15th cent. church, was formerly called 'le Royal,' having been purchased by Louis VII from the abbey of Cluny. Railway to Montchanin, see p. 333.—23½ m. *Cormatin*. The handsome late Renaissance *Château* (adm. daily in summer) contains many works of art in its sumptuously decorated apartments and also a room frequently occupied by Lamartine as guest.—At (31 m.) **Cluny** (p. 338) we join the line from Mâcon to Moulins, which is followed to (37 m.) *Clermain* (p. 338).—57 m. *La Clayette-Baudemont* (p. 337). —61½ m. *St-Maurice-lès-Châteauneuf*. At *Châteauneuf* (Hôt. Moderne; Croix-Blanche) is a charming Romanesque church.—69 m. (111 km.) **Charlieu** (*Hôt. du Lion-d'Or*), a town of 4778 inhab., with several interesting old houses, grew up around a Benedictine *Abbey (founded in 872) of which important ruins remain (visitors ring; gratuity). The narthex or porch adjoining the one surviving bay of the 11th cent. church, is a huge 12th cent. structure of three bays, with its sculptured *Doorway, a masterpiece of Burgundian Romanesque, at the end. Over the porch is a chamber containing a small museum. Three mutilated walks of the late 15th cent. cloister remain. Off the E. walk, in which are six Romanesque arches of an earlier (11th cent.) cloister, opens the chapter-house, with a curious stone pulpit on the central column. Behind this is the 16th cent. *Prieurie* or abbot's house (now a clergy house), and to the N. is a 12th cent. round tower (adm. to these on application).—About ¼ m. W. is the irregularly shaped **Cloître des Cordeliers* (adm. ½ fr.) with fine early 15th cent. capitals. —72½ m. *Pouilly-sous-Charlieu* is also on the line from Paray-le-Monial to Roanne (p. 337). *La Bénissons-Dieu*, 3 m. W., retains the picturesque ruins of a Cistercian abbey founded by St. Bernard.—84½ m. (136 km.) *Roanne*, see p. 334.

FROM CHALON TO BOURG, 48½ m. (78 km.), railway in 2½ hrs. (33 fr. 15, 23 fr. 70, 15 fr. 45 c.), traversing the 'Bresse Chalonnaise' (comp. p. 291).—3 m. *St-Marcel* (see above).—At (10 m.) *St-Germain-du-Plain* a branch-line diverges to the left for (41 m., 66 km. from Chalon) *Lons-le-Saunier* (p. 290), viâ (23 m.) *Louhans* (p. 292).—20½ m. *Cuisery*, formerly the seat of a lordship, on the Seille, has a triptych of 1520 in its church. Light railway to Tournus and Louhans, see p. 317.—29 m. *St-Trivier-des-Courtes* (p. 318).—38½ m. *Montrevel* (p. 296).—48½ m. (78 km.) *Bourg*, see p. 292.

FROM CHALON TO LYONS BY THE SAÔNE, 88½ m. (138 km.), steamer on Tues. and Fri., returning on Mon. and Thurs. The intermediate stations are (18½ m.) *Tournus* (see p. 317), where the night is spent by the steamer in both directions, and (39 m.) *Mâcon* (p. 318). This agreeable excursion, affording charming views, is best made downstream.

From Chalon to *Auxonne*, see p. 278.

Beyond Chalon to the left of the line appears *St-Loup-de-Varennes*, with the tomb of Niepce (p. 315) and a church containing the relics of St. Lupus (comp. p. 248).—About 2½ m. S.W. of (47¾ m.) *Varennes-le-Grand* are the ruins of the *Abbaye de la Ferté*, one of the 'four daughters of Cîteaux,' founded in 1113 and destroyed in 1570.—52¾ m. *Sennecey-le-* (1112 inhab.; Hôt. du Lion-d'Or) has an interesting other noteworthy churches are those of *Mont-St-*

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Martin-de-Laives (11th cent.), ¾ m. W., and of *St-Julien* (12–15th cent.; good frescoes), ¼ m. S.W.

58¼ m. (94 km.) **Tournus** (*Hôt. du Sauvage*, R. from 12 fr.; *Terminus*, R., L. or D. from 12 fr.), an old and interesting town (4030 inhab.) on the Saône, producing tolerable wines, was the birthplace of Jean-Baptiste Greuze (1725–1805), the painter. A Benedictine abbey was founded here in the 7th or 8th cent. on the tomb of St. Valerian (comp. below). The abbey church of *St-Philibert, still surrounded by its monastic buildings, is one of the most remarkable examples of Romanesque architecture in Burgundy, and presents an almost unique instance of three separate churches superimposed. The crypt, dedicated to St. Valerian, dates from the 9th cent.; the main church has a 10th cent. narthex, nave, and apse-chapels and a 12th cent. choir; while the church of St. Michael, above the narthex, is likewise of the 10th century. The crypt, upper church, and chapter house are shown by the sacristan.

Of the two completed towers the smaller is of the 10th cent., and antedates the other by two centuries. As we walk round the church from N. to S., we pass successively the Deanery; the Almonry; the Treasury with its attractive tower; the Chapel of St. Eutropius, which was the abbot's private oratory; the *Chapter House (1239); the *Abbot's Lodge (1471–96); the Tours de Quinquempoix and du Portier; the Refectory; and the 12th cent. cellars.

Interior. The plain and massive Nave, entered through a low narthex of three bays, is remarkable for its transverse barrel vaulting. In the narthex and the N. chapel are fragmentary 14th cent. frescoes. The Choir is separated from the ambulatory by an arcade of remarkable lightness, in striking contrast with the huge round piers of the nave. The apse chapel contains the reliquary of St. Philibert and a 12th cent. cedar-wood Virgin; and, in the northernmost chapel is a 15th cent. credence-table. Four of the double row of columns in the Crypt are said to be of Roman origin. On the roof of the S. chapel is a 12th cent. fresco.

Above the castellated narthex the upper church, constructed with a view to defence, commands a view of the nave through narrow loopholes. A staircase leads thence to a terrace above the W. front, whence the sculptures on the tower may be examined. The N. walk of the cloister is now a chapel; the others are private property.

In the town are the former church of *St-Valérien* (11th cent.), now a public hall; the *Musée Greuze*, with numerous drawings by J. B. Greuze; the 18th cent. *Hôtel de Ville*, containing a 9th cent. MS. in its library; and the attractive church of *La Madeleine* (12th and 15th cent.). The 17th cent. dispensary of the *Hospital* and (N. of the station) the 10th cent. *Chapelle St-Laurent* are likewise worth a visit.

From Tournus a light railway runs viâ (5 m., 8 km.) *Cuisery* (p. 316) to (20½ m., 33 km. W.) *Louhans* (p. 292).—Steamers to *Chalon* and to *Lyons*, see p. 316.

64½ m. *Uchizy* and *Farges* (¾ m. N.) possess good Romanesque churches.—At (67¾ m.) *Pont-de-Vaux-Fleurville* light railways diverge for (3 m.) *Pont-de-Vaux*, the birthplace of

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Gen. Joubert (1769–99), on the farther bank of the Saône, and for (22½ m.) *Mâcon*, through the foothills of the Monts du Mâconnais.

77½ m. (125 km.) **MÂCON**, on the Saône, the old capital of the Mâconnais and chief town (17,600 inhab.) of the department of *Saône-et-Loire*, is a centre of the wine trade, but of little general interest. Alphonse Lamartine (1790–1869) was born here.

Hotels. Hôt. de l'Europe et d'Angleterre, 31 Quai du Nord, R. 30–115, L. or D. 35 fr., good cuisine; Terminus, 41 Rue Victor-Hugo, R. 30–75 fr., L. or D. 16 fr.; des Champs-Élysées, 2 Rue Victor-Hugo, R. 14–35, L. or D. 15 fr.; Bellevue, 36 Quai Lamartine, R. from 14, L. or D. 12 fr.; de Genève, near the station. —Good station *Buffet*.

Post Office, Rue Victor-Hugo.—Syndicat d'Initiative at the Chambre de Commerce, Place de la République.

Steamers to *Chalon* and to *Lyons*, see p. 316.

Wines. The vintages of the Mâconnais include the famous white wines of *Pouilly* and *Viré* and the red wines known under the general title of *Mâcon*.—*Chasselas* (5½ m. S.W.) gives its name to a dessert grape now cultivated near Fontainebleau.

From the station the Rue Gambetta leads viâ the Place de la République to the tree-planted Quai Lamartine on the Saône, on which (N.) is a statue of Alphonse Lamartine, by Falguière. Opposite the statue are the *Hospice de la Charité* (1775) and the *Hôtel de Ville* (1765), which contains a small *Musée* of paintings, enamels, and Mâcon faïence (open Sun. 2–4; other days on application). In the court is a figure of Timon of Athens, by Captier. Behind the Hôtel de Ville rises the modern church of *St-Pierre*, to the N. of which, at No. 21 Rue Sigorne, is the former *Hôtel de Sénecé*, a mansion of the Regency period, now the headquarters of the Mâcon Academy. The library and collection of local antiquities are open on application. The church of *St-Vincent*, formerly the cathedral, near the W. end of the Pont-en-Pierre, is a 12–15th cent. structure, now in great part ruined, but containing a *Musée Lapidaire* of architectural fragments, casts of works by Captier, and sculptures, including an effigy of Dorothea of Poitiers, canoness of Mons (d. 1382), and the Battle of La Marfée (1641), ascribed to Coysevox.—At No. 18 in the Rue des Ursulines, a little to the W., Lamartine was born. The town *Library*, in the Cours Moreau, contains a valuable 15th cent. MS., St. Augustine's 'City of God,' with 21 full-page illuminations (to be seen by permission of the curator).

The suburb of *St-Laurent-lès-Mâcon*, reached by crossing the Pont-en-Pierre (*View), is the starting-point of light railways to (16 m., 26 km.) *St-Trivier* (p. 316), to (33 m., 53 km.) *Trévoux* (p. 291), viâ (21 m., 34 km.) *Montmerle* and (28½ m., 46 km.) *Jassans* (p. 319), and to (49 m., 79 km.) *Bourg* (see p. 296).

From Mâcon to Bourg, 23½ m. (38 km.), railway in 1 hr. (1st fr. 10, 11 fr. 55, 7 fr. 55 c.). We cross the Saône and the Veyle and ascend the valley of the latter.—5 m. (8 km.) *Pont-de-Veyle* (inns) has a picturesque 13th cent. gateway surmounted by a belfry of the 16th cent., the ancestral mansion of the Lesdiguières family (rebuilt in the 18th cent.), and other old buildings.—23½ m. (38 km.) *Bourg*, see p. 292.

From Mâcon to *Moulins*, see Rte. 63c; to *Pont-de-Vaux-Fleurville*, see p. 317.

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Beyond Mâcon we descend the valley of the Saône, with the plain of Bresse on the left and the hills of the Mâconnais and the Beaujolais on the right.—87½ m. *Romanèche-Thorins* is noted for the vintages of Thorins and Moulin-à-Vent. A bus plies to (3¾ m. E., 2 fr.) *Thoissey*, with a river-port and a college founded in 1680 by the Grande Mademoiselle.—92 m. *Belleville-sur-Saône* (Buffet; Hôt. de l'Ange-Couronné), formerly walled, is the chief wine-growing town (2455 inhab.) of the Beaujolais, with a Romanesque church (1168–79).

A branch-line ascends the valley of the Ardière to (8 m., 13 km.) *Beaujeu* (see below).—On the opposite bank of the Saône is a station on the light railway from St-Laurent-lès-Mâcon to Trévoux (see p. 318).

101¼ m. (163 km.) **Villefranche** (**Hôt. de l'Europe*; *du Beaujolais*, R. 15–20, L. or D. 25 fr.; *de l'Écu de France*, R. from 12, L. 20, D. 12 fr.), the former capital of the Beaujolais, is a factory and commercial town (17,103 inhab.) on a small tributary of the Saône. In the Grande-Rue are numerous interesting old houses, the courtyards of which should be visited. The 15–16th cent. church of *Notre-Dame-des-Marais* has a Flamboyant W. front and carved doors; in the very narrow and elaborately vaulted nave is some 16th cent. stained glass. The townsfolk of Villefranche are sometimes known as 'Caladois,' from the 'Calade,' an open flagged space that existed near the church and was a favourite lounging place.

FROM VILLEFRANCHE TO MONSOLS, 29¾ m. (48 km.), light railway in 3 hrs. (10 fr. 60 c.), traversing the picturesque *Beaujolais*, with its hills and vineyards. —5½ m. *St-Julien* is the station for (2¼ m. S.W.) the splendid feudal castle of *Montmelas*, enclosed by a double curtain.—7½ m. *Salles* has a former priory church (12th cent.).—19 m. (32 km.) **Beaujeu** (*Hôt. du Parc*), once the seat of a lordship and the earliest capital of the Beaujolais, has a church of 1134 with a good tower, and vestiges of a castle dismantled by Richelieu. Anne of Beaujeu (1462–1522), daughter of Louis XI and the skilful regent of France during the minority of her brother Charles VIII, was the wife of Pierre II, lord of Beaujeu and duke of Bourbon (comp. p. 326). Railway to *Belleville*, see above.—We ascend the upper valley of the Ardière, and cross the Col de Crie (2000 ft.), above which rises the *Tourvéon* (2805 ft.; view).—29¾ m. (48 km.) *Monsols* (Hôt. du Nord), a quiet summer resort (1760 ft.), lies at the foot of the massif of *St-Rigaud* (3320 ft.; 1½ hr.; *View), the highest point of the Monts du Beaujolais. From Monsols to *Cluny*, see p. 339; and to *La Clayette*, see p. 337.

A light railway runs E. from Villefranche to (36½ m., 59 km.) *Ambérieu-en-Bugey* (p. 297) viâ (2⅛ m.) *Jassans*, junction for the light railway from St-Laurent-les-Mâcon to Trévoux (p. 318), (5 m., 8 km.) *Ars*, junction for Bourg (p. 296) and (18 m., 29 km.) *Villars-les-Dombes* (for Villars-Chalamont, see p. 290).

From Villefranche to *Tarare*, see p. 335; to *Bourg*, see p. 296.

103¾ m. *Anse* has an 11th cent. castle. To the N.W. is the 16–17th cent. *Château de la Fontaine*.—106¾ m. *Quincieux-Trévoux* is connected with (2 m. N.E.; omnibus in ¼ hr.) *Trévoux* (p. 291) by a suspension bridge.—At (120 m.) *St-Germain-au-Mont-d'Or* (Buffet) our line is joined by the line from Roanne (p. 335). A bus plies four times daily (½ fr.) to (2 m. S.W.) *Chasselay*.—We skirt the foothills of the wooded Mont d'Or Lyonnais.—111¾ m. *Villevert-Neuville* is connected by bridge with Neuville-sur-Saône (p. 291).—115½ m. *Collonges-Fontaines* is an alternative station for

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Fontaines-sur-Saône (p. 291).—We traverse a long tunnel after entering the suburbs of Lyons.

122½ m. (197 km.) **Lyons** (Perrache Station; *Buffet*; *Hôt. Terminus*; *Royal*; *Palace*, etc.), see the *Blue Guide to Southern France*.

61. FROM PARIS TO NEVERS AND MOULINS

RAILWAY, 200 m. (322 km.) in 5–5½ hrs. (145 fr. 5, 97 fr. 90, 63 fr. 85 c.); to *Montargis*, 78¼ m. (126 km.) in 2–3½ hrs. (56 fr. 75, 38 fr. 30 c., 25 fr.); to *Nevers*, 162¾ m. (262 km.) in 4–4¾ hrs. (118 fr. 5, 79 fr. 65, 51 fr. 95 c.). A few trains run to Montargis viâ Nemours (route 5 m. shorter; see p. 321).—Branch lines diverging to the W. from the main line from Paris to Nevers, though indicated below, are more fully described in the *Blue Guide to North-Western France*.

ROAD, 185 m. (298 km.).—29 m. (47 km.) *Melun*.—39¼ m. (64 km.) **Fontainebleau**.—70 m. (113 km.) **Montargis** (see below).—95¼ m. (154 km.) *Briare* (p. 322).—114¾ m. (185 km.) *Cosne* (p. 322).—132 m. (213 km.) *La Charité* (p. 323).—148¼ m. (239 km.) **Nevers** (p. 323).—185 m. (298 km.) **Moulins** (p. 326).

From Paris to (20½ m., 33 km.) *Corbeil*, see the *Blue Guide to Paris*.—33 m. *La Ferté-Alais*.—47¾ m. (77 km.) **Malesherbes** (*Hôt. du Lion-d'Or*, R. 10–25, L. or D. 12 fr.; *de l'Écu-de-France*, R. from 15, L. or D. 15 fr.), a town of 1968 inhabitants. In the 12–13th cent. church is a bust of Malesherbes (1721–94), Louis XVI's minister and defender, who owned the château S. of the town. A monument in the Place Mazagran commemorates Capt. Lelièvre (1810–51), who in 1840 held out at Mazagran in Algeria with 126 men against 12,000 Arabs.

Branch lines run N.E. to (16¾ m., 27 km.) *Bourron* (see the *Blue Guide to Paris*) and S.W. to (11¼ m., 18 km.) *Fithiviers* (see the *Blue Guide to North-Western France*).

55¼ m. *Puiseaux* (Hôt. du Commerce) has an interesting 12–17th cent. church with a Gothic façade adorned with modern paintings on enamel.—63¼ m. *Auxy-Juranville* is the junction for *Beaune-la-Rolande*, on the line from Étampes to Bourges.—71½ m. *Mignères-Gondreville*.

78¼ m. (126 km.) **Montargis** (*Buffet*; *Hôt. de la Poste*, R. from 14 fr.; *de France*), a clean and lively town (12,538 inhab.) at the confluence of several streams and canals, was the mediæval capital of the *Gâtinais*. Mme Guyon (1648–1717), the mystic, was a native of Montargis, and the younger Mirabeau (1749–91) was born in the neighbouring Château de Bignon. Little remains of the old *Castle* (11–15th cent.), for centuries used as a royal nursery, on a hill N. of the town. The church of **La Madeleine*, in the Place Mirabeau, has a nave and aisles of 1160, flanked by 15–16th cent. chapels, and a beautiful 16th cent. choir, completed by Jacques Androuet-Ducerceau for Renée de France, daughter of Louis XII. The *Hôtel de Ville*, in a public garden, contains a library and small Musée. In the garden is a bronze group, by Debrie, representing the famous 'Dog of Montargis,' which, according to legend, identified his master's murderer ranks of Charles VIII's army as it marched through

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the town, and afterwards slew him in judicial combat. The old tanneries in the Rue du Loing rise picturesquely above the Puiseaux. The forest of Montargis, to the N.W., offers many pleasant excursions.

FROM PARIS TO MONTARGIS VIÂ NEMOURS, 73 m. (118 km.), railway in 3 hrs. (alternative route; comp. p. 320). From Paris to (54 m., 87 km.) *Nemours* viâ *Fontainebleau*, see the *Blue Guide to Paris*.—From (60 m.) *Souppes* (Hôt. du Mouton), noted for its quarries, a light railway runs S.W. to (3¾ m.) the mediæval town of **Château-Landon** (**Hôt. du Chapeau-Rouge*), on the Fusin, with ruins of the abbey of *St-Séverin*, founded by Childebert in 545, two interesting old churches, and the Romanesque tower of a third. Another light railway runs from Souppes to (28 m., 45 km.) *Montereau* (p. 246) viâ (8½ m.) *Égreville*.—67 m. *Ferrières-Fontenay*. At *Ferrières*, 1 m. E., is a fine abbey church (11–15th cent.) remarkable especially for a rotunda, formed of eight columns, at the crossing, and for its 16th cent. stained glass windows. In front of it stands a pilgrimage chapel of 1620.—73 m. (118 km.) *Montargis*, see p. 320.

A branch-line runs S.E. from Montargis to (41 m., 66 km.) *Toucy-Moulins* (p. 322), viâ (14¼ m.) *Triguères* (p. 250), where we generally change carriages, (23½ m.) *Charny*, on the Ouanne, with a ruined abbey 5 m. N.E., (33 m.) *Villiers-St-Benoît*, and (38½ m.) *Toucy-Ville* (1797 inhab.; Hôt. du Lion d'Or, R. 12–20, L. or D. 15 fr.), the birthplace of Pierre Larousse (1817–75), the lexicographer, an industrial town with a 15th cent. church incorporating two towers of a castle of the bishops of Auxerre. Light railway from Toucy to Joigny, see p. 251.

The branch-line running W. from Montargis viâ (15½ m.) *Bellegarde-Quiers* to (47½ m., 76 km.) **Orléans** (*Hôt. Terminus*; *Grand*; *de la Boule-d'Or*, etc.), the ancient chief town (68,897 inhab.) of the department of the *Loiret*, is described in the *Blue Guide to North-Western France*.

From Montargis to *Sens*, see p. 250.

We cross the plateau of the Gâtinais.—99½ m. *Nogent-sur-Vernisson* has a school of forestry. A steam tramway (6¾ m., 11 km.) runs E. from Nogent to *Châtillon-Coligny* (Hôt. de la Grâce-de-Dieu), the cradle of the family of which Admiral de Coligny (1519–73), born here and buried in the château park, was the most famous member. The 16-sided castle keep dates from the 12th century. About 3 m. N. is the ancient *Amphitheatre of Chenevière*.

101¼ m. (163 km.) **Gien** (*Buffet*; *Hôt. de l'Écu et de la Poste*, R. 15–30, L. or D. 15 fr.; *du Rivage*), a quaint old town (7159 inhab.) on the Loire, lies 1 m. S. of the station. The long Avenue de la Gare, in which is a bronze statue of Vercingetorix (p. 253), is continued in the town by the Rue Thiers and the Rue Victor-Hugo to the 16th cent. bridge over the Loire. The Rue Gambetta, beginning at the Place St-Louis (named from the 17th cent. church of *St-Louis*) and running parallel with the quays, contains some of the most interesting old houses (Nos. 1, 33, 54, 60, etc.). From the Rue Jules-Michot (right) the picturesque and steep *Rue des Degrés* ascends to the tree-shaded terrace (view; reached also by a flight of steps from the Place St-Louis) on which rise the Doric church of *St-Pierre* (1830) and the *Castle*, now containing the sous-préfecture and the law courts. The castle, rebuilt in 1494 by Anne of Beaujeu, of red and black bricks arranged in patterns within stone frames, afforded temporary shelter to Anne of Austria and Louis XIV in 1652, during the Fronde. Gien has a noted factory of faience and an annual leather-fair (Aug.) said to date from 581.

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FROM GIEN TO AUXERRE, 57 m. (92 km.), railway in 3 hrs. (41 fr. 45, 28 fr., 18 fr. 25 c.). Beyond (8½ m.) *Ouzouer-sur-Trézée* the line crosses the Canal de Briare (see below).—15 m. *Bléneau* (Hôt. de France, R., L., or D. 10 fr.) gave its name to Turenne's victory over Condé in 1652, which saved the court, then at Gien (see p. 321). In the choir of the late 12th cent. church is a good fresco of 1480.—23 m. (37 km.) *St-Fargeau* (1657 inhab.; Hôt. du Lion-d'Or, R., L., or D. 12 fr.), on the Loing, has an imposing 13th cent. *Castle*, with five large towers and an elliptical keep, which once belonged to Jacques Cœur and was restored by the celebrated Mlle de Montpensier. The church, of the same date, has two good 16th cent. windows. The Tour de l'Horloge is of the late 15th century. —30½ m. *St-Sauveur* (Hôt. de la Puisaye) lies in the heart of the marshy and wooded *Puisaye*, a region of which St-Fargeau was the mediæval capital. The 17th cent. château retains an ancient keep.—At (37½ m.) *Fontenoy*, formerly *Fontanet*, an obelisk commemorates the victory in 841 of Ludwig the Bavarian and Charles the Bald over Lothair, which led to the fateful treaty of Verdun (comp. p. 148). Branch line to Clamecy, see p. 260.—38½ m. *Toucy-Moulins*, junction for Joigny (p. 250) and for Montargis (p. 320).—46½ m. *Diges-Pourrain*. —57 m. (92 km.) *Auxerre*, see p. 255.

Other branch lines run N.W. from Gien to (40½ m., 65 km.) *Orléans* (p. 321), and S.W. to (14½ m., 23 km.) *Argent*; see the *Blue Guide to North-Western France*.

107½ m. *Briare* (Hôt. de la Poste) is a modern town (3510 inhab.), noted for its manufacture of buttons, beads, mosaics, etc. The *Canal de Briare* (36 m. long), constructed in 1604–42, is a link between the basins of the Loire and the Seine. The remarkable aqueduct, nearly ½ m. long (c. 1 m. above the town), by which the Loire Canal is conveyed across the Loire to join the Canal de Briare, was begun in 1890.—110½ m. *Châtillon-sur-Loire*.—114½ m. *Bonny-sur-Loire* was captured from the English by Joan of Arc. The massive church of *Beaulieu*, on the left bank, dates in part from the 11th century.—118½ m. *Neuvy-sur-Loire*, *La Celle* (l.), and (124½ m., 200 km.) *Myennes*, all possess interesting churches.

126½ m. (204 km.) **Cosne** (6277 inhab.; **Hôt. Grand-Cerf*, R. from 12, L. or D. 16 fr.; *Moderne*), once a mediæval fortress, on the Loire, here crossed by two suspension-bridges. *St-Jacques* (early 15th cent.) has a massive square W. tower, and *St-Agnan* preserves a Romanesque apse with carved capitals on its exterior and a richly sculptured W. door.

At *St-Père*, 1½ m. E., are a 16th cent. church with contemporary glass and the partly Romanesque chapel of Villemoison.

FROM COSNE TO CLAMECY, 39 m. (63 km.), railway in 2½–3 hrs. (28 fr. 40, 19 fr. 15, 12 fr. 50 c.). The line ascends the valley of the Nohain.—13 m. *Donzy* (Hôt. du Grand-Monarque, R., L., or D. 12 fr.), a little town (1407 inhab.) surrounded by forests, has the ancient and almost impregnable keep of the barons of Donzy, a 12–14th cent. church, and ruins of a Benedictine priory.—23 m. (37 km.) *Entrains-sur-Nohain* (Hôt. du Pont-St-Cyr), the Roman *Interamnes*, is a quaint old town of 1184 inhab., with a 13–16th cent. church.—39 m. (63 km.) *Clamecy*, see p. 259.

A light railway runs from Cosne viâ (10 m.) *St-Vérain*, with the fine ruins of a 12–13th cent. castle, and a church of the same period, to (13½ m., 22 km.) *St-Amand-en-Puisaye* (Hôt. du Lion-d'Or, R., L., or D. 12 fr.), on the Vrille, a small town with a 13–16th cent. church and a Renaissance château.

The line running S.W. from Cosne viâ (8½ m.) *Sancerre* (see below) to (42½ m., 68 km.) **Bourges** (*Hôt. Central*; *de France*; *de la Boule-d'Or*, etc.), the famous cathedral city and chief town of the department of the *Cher*, is described in the *Blue Guide to North-Western France*.

132 m. (213 km.) *Tracy-Sancerre*. The picturesque town of **Sancerre** (1798 inhab.; ***Hôt. du Point-du-Jour et de l'Écu*, 21–45, L. or D. 15 fr.; *de la Paix*), with its steep and

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winding little streets, lies 3 m. W., on a hill commanding a beautiful *View of the Loire valley. It has a station on the line from Cosne to Bourges (see p. 322). Sancerre was a Huguenot stronghold and earned the title of the 'Little Rochelle,' but it was forced to capitulate in 1573 after a siege of eight months, and its walls were pulled down. In the park of the modern château is the 15th cent. *Tour des Fiefs*, the only relic of the old castle, and in the town stands a Romanesque abbey gateway.—137 m. *Pouilly-sur-Loire* (Hôt. de l'Espérance, R., L., or D. from 15 fr.) is noted for its white wines (p. 246).—Several interesting churches may be visited from (142 m.) *Mesvres-Bulcy*.

146½ m. (236 km.) **La Charité** (*Hôt. de la Poste et du Grand-Monarque*, R. from 12 fr., L. or D. 15 fr.; *Terminus*), an ancient town (4492 inhab.), still partly walled, derives its name from a monastery founded in the 8th century. It was vainly besieged by Joan of Arc, and it suffered severely in the religious wars of the 16th century. The abbey church of **Ste-Croix-Notre-Dame*, though poorly restored in 1695, retains a square tower and the ambulatory, choir, and transepts of a Romanesque (11–12th cent.) building. On the site of the nave is the little Place Ste-Croix, some of the houses in which incorporate fragments of the vanished aisles. A vaulted passage leads to the old monastic buildings (17–18th cent.). The bridge (1731–63) is built slightly askew. The ruined castle preserves three 12th cent. towers.

154½ m. (249 km.) **Pougues-les-Eaux** (*Hôt. Splendid*, R. 20–80, L. 25, D. 30 fr.; *du Parc*, R. 15–50, L. 18, D. 20 fr.; *Grand*; *du Chalet*, etc.), a frequented spa (1346 inhab.) with mineral waters used for digestive ailments, lies nearly 3 m. from the banks of the Loire. The Établissement and Casino are situated in a park with a small lake (fishing and boating). *Pougues-Belle-Vue* (restaurant, etc.), 1 m. distant, on a plateau, overlooks the Loire valley.—The railway passes (l.) the 12th cent. church of *Garchizy*, with its octagonal tower. —158¼ m. *Fourchambault* has extensive foundries.

162¾ m. (262 km.) **NEVERS** (*Buffet*), the chief town (28,626 inhab.) of the department of the *Nièvre*, with a Romanesque and Gothic cathedral, is picturesquely situated at the confluence of the Loire and the Nièvre. This quiet old provincial capital is noted for its faïence, the manufacture of which was introduced in the 16th century.

Railway Stations. *P.L.M. Station* (Pl. A 2), for all main line trains. *Nevers-Ville* (Pl. D 3), for Corbigny.

Hotels (omnibuses from the station). *Hôt. de France (Pl. b; C 1), 10 Place Jean-Desveaux, R. 15–50, L. or D. 18 fr.; de la Paix (Pl. a; A 2), 48 Avenue de la Gare, R. 12–80, L. or D. 20 fr.; de l'Europe (Pl. d; C 2), 94 Rue du Commerce; de la Nièvre, 10 Rue de Nièvre, R. from 14, L. or D. 15 fr.; Terminus, R. 15–35, L. or D. 16 fr.; Pension Sonnet, 3 Place St-Laurent.

Restaurants. *Peras-Humbert*, Rue de l'Oratoire; *Casiot*, Rue Vauban. Cafés: *Grand*, Rue du Commerce; *de Paris*, Place Guy-Coquille, etc.

Post Office (Pl. C 1), Place Jean-Desveaux.—Syndicat d'Initiative, Place du Lycée.

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History. Nevers, one of several stations called by the Romans *Noviodunum* became the seat of a bishop under Clovis. It was afterwards the capital of the hilly district of the *Nivernais*, one of whose counts, Pierre de Courtenay, built the town walls in 1194. The countship was held by several illustrious families, including the dukes of Burgundy and the house of Clèves. Francis I made it a duchy, which passed in 1565 to the Gonzagas of Mantua, and in 1659 to Card. Mazarin. Mazarin bequeathed it to his nephew Mancini, in whose family it remained until the Revolution. Adam Billault (1602–62), the poet carpenter and protégé of Richelieu, was born here.

The Avenue de la Gare or Georges-Clemenceau leads directly from the station to the *Place Carnot* (Pl. B 2), with the modern Caisse d'Épargne, near which are the chief buildings of interest.

The first turning on the right from the station ends at the Rue de la Porte-du-Croux in which (l.) is the *Porte du Croux* (Pl. A 2), a fortified gateway of 1398 preceded by a barbican and containing a museum of antiquities (open 1–3 on the 2nd and 4th Sun. of each month; at other times on application). Beyond the gate is the china factory founded by Luigi Gonzaga about 1566. Farther on, the Rue St-Genest (r.) leads S., passing the remains of the Romanesque church of *St-Genest*, now a wine store, with a good sculptured gateway, and ends in the Place Mossé, with the vestiges of the Romanesque abbey church of *St-Sauveur*, which collapsed in 1838. Immediately to the S. is the bridge over the Loire (p. 325).

From the Place Carnot (see above) the Rue Sabatier ascends between the modern *Hôtel de Ville* (r.), behind which are vestiges of the 12th cent. castle of Pierre de Courtenay, and the Ducal Palace (l.; see below) to the Place de l'Hôtel-de-Ville, beyond which is the cathedral.

The ***Cathedral** (Pl. B 2), dedicated to SS. Cyriac and Julitta, has, like the cathedral of Besançon, an apse at each end, and is formed by the juxtaposition of a Romanesque and a Gothic church, orientated to the W. and the E. respectively. Though indifferently restored in 1864, it is interesting as representing every period of French mediæval architecture. Of the original structure, begun about 1028, there remain only the W. apse and transept and the crypt, the nave and E. end having given place to the second church after a fire in 1211. In the 15–16th cent. were added the aisle chapels, the graceful S. portal, and an ornate tower (1509–28) erected on a 14th cent. base. The N. portal (c. 1280) is in a pure Gothic style. The way through the church from N. to S. is used as a short-cut by the townsfolk.

The nave has a well-carved triforium with trefoil arches resting on caryatids. The W. apse preserves a noteworthy 12–13th cent. fresco; in the crypt beneath it is a 16th cent. Entombment. A carved Flamboyant doorway in the S. transept leads to a fanciful openwork staircase surmounted by a group of St. Michael and the dragon. The chapels of the aisles and ambulatory contain several stone altarpieces (mutilated), including one representing the life of St. John the Baptist and the Assumption. The choir has 18th cent. stalls and a modern high altar.

To the S.W. of the Cathedral is the MUSÉE FRÉDÉRIC-BLANDIN (Pl. B 2), containing a *Ceramic Collection of great historic and artistic interest (adm. 1 fr.; open 1–6 or 12–4; closed on Mon.).

The spacious *Place de la République* (Pl. B 2, 3), to the E., is adjoined on the N. by the garden of the former **Ducal Palace,** now the *Palais de Justice*, begun about 1475 by a

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count of Nevers, and modified in the 16th cent. partly by the Gonzagas, in accordance with Renaissance taste. The graceful middle tower is decorated with low reliefs (restored) depicting the traditional history of the house of Clèves; the flanking towers and octagonal turrets are likewise noteworthy. The Rue Adam-Billault, leading out of the S.E. corner of the Place de la République, preserves the house in which Maître Adam, the "Virgil of the plane" (p. 324), was born.

From the E. side of the Place Carnot (p. 324) the Rue Lafayette, passing (l.) the *Chapelle Ste-Marie* (1639) with its ornate Italian façade, leads to the Place du Président-Wilson (formerly Place St-Sébastien), whence we follow the busy Rue du Commerce to the left. On the right is a belfry partly of the 15th century. From the Place Guy-Coquille (Pl. C 2), which is crossed diagonally, the Rue St-Étienne leads to the church of ***St-Étienne** (Pl. C 2), the church of an old Cluniac priory, a remarkable Romanesque structure of 1063–97, with many characteristics of the Auvergne style, such as the small galleries and the apse with three chapels, while the windows beneath the vaulting of the nave recall the Burgundian style. Only the bases of the three towers remain. The sombre interior contains some good 15th cent. statues. A Gothic cloister adjoins the church on the S.

From St-Étienne we may make our way S. to the Rue de Nièvre (Pl. C, D 3) whence the curious little Rue du Petit-Versailles, built on a narrow island in the Nièvre, and its continuation the Rue des Pâtis, run W. to join the Quai de la Loire a little short of the confluence of the Nièvre and the Loire. Farther on are the 15-arched bridge and the 11th cent. *Tour Goguin* (Pl. A 3), whence we may return direct to the station viâ the Rue St-Genest (p. 324).

In the Rue du Lycée, on the left of the Rue St-Étienne, are the *Lycée* (Pl. C 2), formerly a Jesuit college, and the church of *St-Pierre* (1612), with good frescoes. Beyond the *Porte de Paris* (1746), an arch commemorating the battle of Fontenoy (p. 39), with a florid inscription by Voltaire, opens the *Place Jean-Desveaux* (Pl. C 1), with the post office and Préfecture. Thence we may return to the station viâ the Rue du Rempart and the *Place Carnot* (p. 324), to the N.W. of which, beyond the formal *Parc* (Pl. B 1, 2), is the convent of *St-Gildard*, with a chapel containing the tomb of Bernadette Soubirous (1844–79), the visionary of Lourdes.

From Nevers to *Corbigny*, see p. 268; to *Dijon*, see Rte. 62; to *Paris* viâ Auxerre, see Rte. 50; to *Bourges* (43 m., 69 km.) viâ Saincaize, see the *Blue Guide to North-Western France*.

Beyond Nevers the line crosses the Loire (view on the l.) and enters the valley of the *Allier*.—169 m. *Saincaize* (Buffet), junction for the line to Bourges (see above).—175 m. *Mars*. The 12th cent. church of *St-Parize-le-Châtel*, 3½ m. E., the relic of an abbey founded by a St. Patrick of the 6th cent., has a remarkable crypt.—179½ m. *St-Pierre-le-Moûtier* (Hôt. du Cheval-Blanc), an old fortified town (1521 inhab.) named from a Benedictine monastery, was taken from the English

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in 1429 by Joan of Arc. The fine church of **St-Pierre* dates from the 12th cent., and contains some fine sculpture.

200 m. (322 km.) **MOULINS**, the ancient capital of the Bourbonnais, and chief town (22,963 inhab.) of the department of the *Allier*, stands on the right bank of the Allier. It preserves some old houses, chiefly in the cathedral quarter.

Hotels (buses meet the trains). Hôt. de Paris (Pl. a; C 2), 21 Rue de Paris, R. 18–70, L. 16, D. 18 fr.; du Dauphin (Pl. b; D 3), Place d'Allier, R. from 15 fr.; de l'Allier (Pl. c; D 3), Place d'Allier, R. 14–65, L. 15, D. 16 fr.; de la Poste (Pl. D 3), Av. Théodore-de-Banville.

Restaurant. *De la Paix*, Rue de la Flèche.—*Grand Café*, Place d'Allier.

Post Office (Pl. D 3), Av. Théodore-de-Banville.

History. The prosperity of Moulins was founded in the 14th cent., when Duke Louis I of Bourbon built a castle here; and in the 15th cent. the town became capital of the duchy. In 1548 the marriage of Antoine de Bourbon and Jeanne d'Albret, parents of Henri IV, was celebrated here. In Feb. 1918 an explosion of munitions at the Arsenal wrought much havoc in the town. Moulins was the birthplace of Marshal Villars (1653–1734) and of Théodore de Banville (1823–91), the poet. Here Lord Clarendon composed much of his 'History of the Great Rebellion.' The scene of the touching story of Maria in Sterne's 'Sentimental Journey,' is laid at Moulins.

The Avenue Théodore-de-Banville, leading from the station (Pl. E 3) towards the centre of the town, passes a statue of Th. de Banville and ends between the *Theatre* and the *Post Office* (Pl. D 3). The direct route to the cathedral lies straight on, but we may diverge to the left just short of the theatre in order to visit the important *Place d'Allier* (Pl. C, D 3), with its cafés and shops.

At the W. end of the Place is the large modern church of the *Sacré-Cœur*. The Rue du Port-Ginguet goes on to the Allier and the 17th cent. bridge from the farther end of which there is a good view of the town.

The Rue d'Allier (Pl. D 2, 3), leading E. from the Place, is the busiest street in the town and contains several interesting old houses (Nos. 53, 57, etc.). Opposite the late 16th cent. *Hôtel Moret* (No. 71; now a school of music) the Rue Voltaire leads to the public library (open 1–5) occupying part of the *Hôtel de Ville* (Pl. D 2), the main façade of which is in the Rue François-Péron, opposite the old town *Belfry* of 1455. A little to the N. lies the cathedral, the streets leading to which all contain noteworthy old houses.

The **Cathedral** (*Notre-Dame*; Pl. D 2), though its nave is modern, possesses in its choir one of the most remarkable examples of the Flamboyant style in France and contains fine contemporary glass; while the triptych in the sacristy is a masterpiece of primitive French painting.

The unusual arrangement of the E. end gives a very curious exterior effect, the low chevet of the ambulatory being rectangular, while the high chevet of the sanctuary is polygonal. The window-tracery, the openwork gallery encircling the roof, and the little N. door are features to be noted.

The stained-glass *Windows of the Choir, well restored after the explosion of 1918, date from the 15–16th cent., and display portraits and armorial bearings of historical interest. Behind the altar is a gallery bearing a 13th cent. black Virgin, above a chapel in which is a fine 16th cent. Entombment.

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In the Chapel of St. Louis (S. ambulatory) is a curious figure of a corpse devoured by worms. From the foot of the charming little winding staircase near by the ingenious vaulting of the low chevet is well seen.

In the SACRISTY (apply to the sacristan; gratuity), on the N. side of the choir, is a 15th cent. **TRIPTYCH, the masterpiece of the unknown *Maître de Moulins* (probably an Italian painter and not Jehan Perréal), representing the Virgin and Child surrounded by angels and adored (at the sides) by the donors, Pierre II of Bourbon and his wife Anne of Beaujeu (comp. p. 319). The side-panels approach Flemish art in their style, and are perhaps not by the painter of the central subject.

Facing the cathedral, the *Tour Malcoiffée* (14th cent.; now a prison) and the charming Renaissance *Pavillon d'Anne de Beaujeu* (now part of the Musée) are all that remains of the ducal castle.

The MUSÉE (open 9–1 & 1–4 or 5; adm. 1 fr.; for a party, 50 c. per pers.; free on Sun. and Thurs.; closed on Mon.) contains numerous works of art, notably the 12th cent. ***Souvigny Bible* (apply to the guardian), with a binding adorned with wrought copper, and containing 111 very fine miniatures, probably of Byzantine workmanship. This Bible was used at the Council of Constance (1415) to verify the proposed textual emendations of the reformer John Huss.

In the Rue de Paris (Pl. C 2, B 1) are the 16th cent. *Hôtel Laferronays* (No. 7), the *Palais de Justice* (r.), a massive 17th cent. building, and (l.) the *Lycée Banville*, in the buildings of a former convent.

The 17th cent. chapel contains the *Tomb* of Henri, last duke of Montmorency (1595–1632), erected by his widow, the Princess Orsini, from the designs of François Anguier, Regnaudin, and Poissant. The duke is represented in a reclining posture, with his wife seated beside him. Four statues represent (l.) Strength and Courage, and (r.) Charity and Religion, all the figures being of Carrara marble.

About 1 m. E. of Moulins, in the suburb of *Yzeure*, is a good Romanesque church, with 14–15th cent. additions.

A branch-line runs S.W. viâ (8½ m.) *Souvigny* (Hôt. du Lion-d'Or), an ancient town with the fine *Church of a former Cluniac priory, containing the mutilated tombs of Louis II of Bourbon (d. 1410) and Charles I (d. 1456), to (50¼ m., 81 km.) **Montluçon** (*Hôt. de l'Univers*; *Terminus*, etc.), an important industrial town (36,733 inhab.); and a light railway runs W. to (34½ m., 56 km.) *Cosne-d'Allier*. These are fully described in the *Blue Guide to Southern France*.

From Moulins to *Lyons*, see Rte. 63.

62. FROM NEVERS TO DIJON

A. Viâ Autun

RAILWAY, 138 m. (222 km.) in 6½–8 hrs. (no through fares); to *Autun*, 74½ m. (120 km.) in 3–4 hrs. (54 fr. 5, 36 fr. 50, 23 fr. 80 c.). Carriages are changed at Étang and Chagny.

ROAD, 116 m. (187 km.).—19½ m. (31 km.) *Rouy*.—26 m. (42 km.) *Châtillon-en-Bazois* (p. 268).—41½ m. (67 km.) *Château-Chinon* (p. 260).—64 m. (103 km.) **Autun** (p. 328).—83¾ m. (135 km.) *La Rochepot* (p. 332).—93 m. (150 km.) **Beaune** (p. 311).—116 m. (187 km.) **Dijon** (Rte. 52).

On quitting Nevers the line skirts the town, crosses the Nièvre, and ascends the valley of the *Loire*.—10 m. *Imphy* (1387 inhab.), at the mouth of the Ixeure, has importan

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foundries and a church partly of the 12th century.—15½ m. *Béard*, with a 12th cent. Romanesque church.—20 m. *Sougy* lies in an industrial district.

23½ m. (38 km.) **Decize** (*Hôt. du Commerce*, R. 12–20, L. or D. 15 fr.; *des Négociants*), a manufacturing town (3588 inhab.) on an island in the Loire, lies ¾ m. from its station (omnibus). It was the birthplace of Louis-Antoine de Saint-Just (1767–94), the revolutionary, Carlyle's "black-haired, mild-toned youth." The church of *St-Aré*, with a choir of the 12th cent., has a 7th cent. crypt containing the tomb of St. Aré, bishop of Nevers (d. 558), and other interesting relics. On the hill above the town are a ruined *Castle* (15–17th cent.) and the former *Couvent des Minimes* (17th cent.).

We ascend the Aron valley.—29¾ m. *Verneuil* has a Romanesque church and an attractive château.—33 m. *Cercy-la-Tour* (Buffet; Hôt. du Commerce, R. from 12, L. or D. 14 fr.; des Voyageurs) is named from a surviving tower of the old citadel.

A branch line diverges S. for (26¾ m., 43 km.) *Gilly-sur-Loire* (p. 336) viâ (18½ m.) *Bourbon-Lancy-le-Fourneau*, whence a local line runs to (2½ m., 4 km.) **Bourbon-Lancy** (*Grand-Hôtel*, R. 20–70, L. 20, D. 25 fr.; *de la Poste*), a small spa (2156 inhab.), with the secularized church of **St-Nazaire* (11–12th cent.), and ancient town-gates and houses; and thence to (18 m.) *Issy-l'Évêque* and (28½ m., 45 km.) *Toulon-sur-Arroux* (see below).

From Cercy-la-Tour to *Clamecy*, see p. 260.

Beyond Cercy we quit the valley of the Aron for that of the Alène.—From (42½ m.) *Rémilly-St-Honoré* motor-omnibuses (3 fr. 85 c.) ply in summer to **St-Honoré-les-Bains** (*Hôt. du Morvan*, R. 20–85, L. or D. 20, pens. from 60 fr.; *du Guet*, R. 15–30, L. or D. 18, pens. from 40 fr.; *du Parc*; etc.), a small watering-place situated 6½ m. N.E. amid attractive scenery, which may be reached also from Vandenesse-St-Honoré (p. 260).—51½ m. *Luzy*.—Beyond (57 m.) *Millay*, which has a 12th cent. church, we leave the Alène and Mont Beuvray (p. 330) comes into view on the left.—At (65 m., 105 km.) *Étang-sur-Arroux* (buffet; inns) we diverge left from the direct route to Chagny and Dijon (Rte. 62B).

At Étang a light railway diverges S. for (33 m., 53 km.) *Digoin* (p. 336), running viâ (14½ m.) *Toulon-sur-Arroux* (see above), with a fine 16th cent. bridge of 13 arches, and (22½ m.) *Gueugnon*.—Omnibus from Étang to (7 m.; 2 fr. 75 c.) *St-Léger-sous-Beuvray* (p. 330).

69 m. *Brion-Laizy*. Near *Laizy*, the church of which dates from the 11th cent., are the ruins of the 15th cent. castle of *Chazeux*, built by Nicolas Rolin (see p. 329) and later the home of Bussy-Rabutin (p. 254).

74½ m. (120 km.) **AUTUN**, one of the most interesting of the smaller towns of France (12,988 inhab.), with a remarkable cathedral, is finely situated on the N.W. slopes of the Signal de Montjeu, above the confluence of the Arroux and the Ternin. It has considerable Roman remains.

Hotels. *Hôt. St-Louis et de la Poste (Pl. a; B 3), Rue de l'Arbalète, R. 12–120, L. 18, D. 25 fr.; Moderne (Pl. b; B 3), Rue de l'Arquebuse, R. 12–35, L. or D. 12 fr.; Nouvel-Hôtel (Pl. c; A 2), Av. de la Gare, R. 12–20, L. or D. 14 fr.; Terminus; etc.

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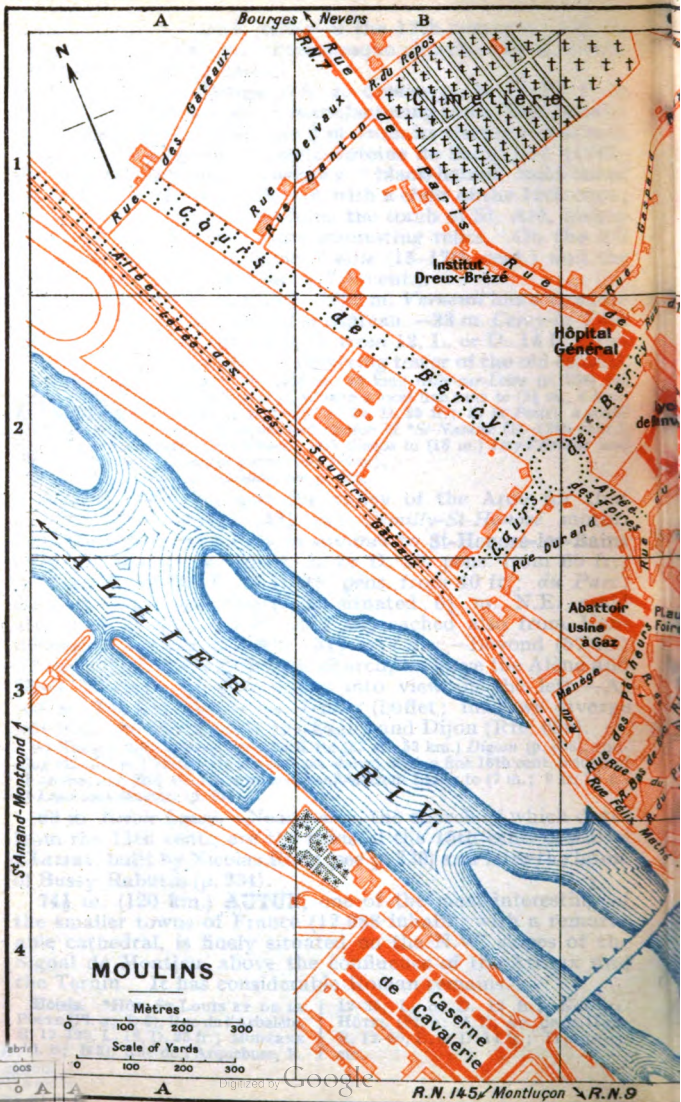

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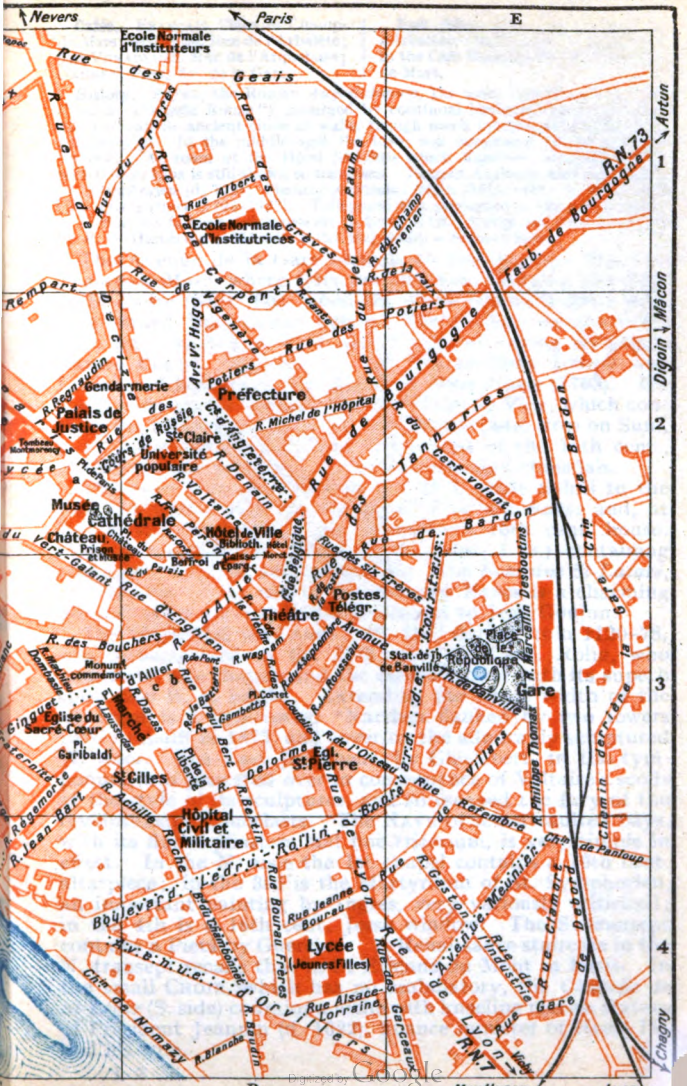
Nevers
Paris
E
Autun
Digoin
Mâcon
Chagny
Montluçon
Lyon
D
1
2
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4
R.N.73
R.N.7
Ecole Normale d'Instituteurs
Ecole Normale d'Institutrices
Gendarmerie
Préfecture
Palais de Justice
Ste Claire
Université populaire
Musée
Cathédrale
Château
Hôtel de Ville
Bibliothè.
Postes, Télégr.
Théâtre
Place de la République
Stat. de la Gare de Banville
Gare
Marché
Eglise du Sacré-Cœur
St Gilles
St Pierre
Hôpital Civil et Militaire
Lycée (Jeunes Filles)
Rue des Gais
Rue du Progrès
Rue Albert
Rue des Graves
Rue de la Paume
Rue du Grenier
Rue de Bourgogne
Rue des Potiers
Rue Victor Hugo
Rue Michel de l'Hôpital
Rue des Tanneries
Rue du Bœuf-volant
Rue du Bardon
Rue des Six Frères
Rue d'Allier
Rue des Bouchers
Rue Jean Jaurès
Rue Philippe Thomas
Rue de Rembre
Rue Jeanne Bureau
Rue Alsace-Lorraine
Rue de Lyon
Rue Gare
Rue Clémart
Rue Meunier
Rue Gaston
Rue Industrie
Rempart
Boulevard
Chemin de ronde
Chemin de Pantoup
Chemin de fer
Tour
Pont
Tombes Montesquieu
Prison et Mairie
Monument commémor.
Fontaine
Pl. Cortot
Pl. Garibaldi
Pl. Carnot
Pl. Clemenceau
Pl. Wagner
Pl. Rousseau
Pl. Jaurès
Pl. Thomas
Pl. Bonaparte
Pl. Bonnefoy
Pl. Bonnefoy
Pl. Bonnefoy

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Cafés. FRANÇAIS, Place du Champ-de-Mars; ST-LOUIS, Rue de l'Arbalète; DES VOYAGEURS, Rue de l'Arquebuse; GAUNET, PIOT, Av. de la Gare.

Post Office (Pl. B 3), 10 Rue de l'Arbalète.—SYNDICAT D'INITIATIVE, in the Café Français, Place du Champ-de-Mars.

History. Autun, the Roman *Augustodunum*, the most learned city in Gaul ("soror et æmula Romæ"), scourged by continual barbarian invasions, now fills but half its ancient circle of walls, though much interesting Roman work still remains. In the middle ages the town was dominated by its powerful bishops. The room at the Hôtel St-Louis which Napoleon occupied on his return from Elba is still shown to travellers. Famous Autunois were the martyr St. Symphorien (d. 179); Chancellor Nicolas Rolin (1376–1462; p. 312); and Gen. Changarnier (1793–1877). Talleyrand was appointed to the see of Autun in 1789 at his father's dying request to Louis XVI. Autun has been described by P. G. Hamerton (1834–94), artist and critic, who lived here.

The Avenue de la Gare ascends to the spacious *Place du Champ-de-Mars*, where fairs are still held, notably the Fête de St-Ladre (Sept. 1st), when the whole square is filled with long-horned Burgundian cattle. The *College*, on the S.W. side, was founded in 1709 and numbered among its pupils Lazare Carnot, Napoleon I, and his brothers Joseph and Lucien. Adjoining is the church of *Notre-Dame* (1763). On the N. side are the Theatre and the Hôtel de Ville, which contains the municipal library and the *Musée* (adm. free on Sun., 2–4; other days 1 fr.), with *Triptychs of the 16th cent., modern French paintings, and a fine collection of medals.

The busy Rue aux Cordiers (Pl. B 3) leads uphill to the Rue des Bancs with the mediæval *Tour des Bancs* and, at No. 3, the *Hôtel Rolin*, the Chancellor's 15th cent. house. Here is installed the *Musée Rolin* (adm. 1 fr.) containing sculptures, bronzes, and antiquities. The *Fontaine St-Lazare*, or *St-Ladre*, at the end of the Rue des Bancs is a charming piece of stone-carving (1543) attributed to Jean Goujon.

The ***Cathedral** (*St-Lazare*; Pl. B 4) dating from 1120–78, was reconstructed in the 15th cent. by Card. Rolin, who added the side chapels and the central tower with its superb spire, 250 ft. in height. Extending the whole width of the W. front is a two-storied *Narthex flanked by two towers partly rebuilt in 1873, and covering the admirably sculptured W. door. The Last Judgment, by Ghislebert, in the tympanum, was plastered over in consequence of Voltaire's scoffs at the style of its sculptures, and so escaped the fury of the revolutionary iconoclasts. The NAVE of seven vaulted bays, with its fluted pilasters and fine triforium, is very simple in effect. In the N. aisle the 1st chapel contains a 16th cent. altarpiece; in the 3rd is the Martyrdom of St. Symphorien, an important painting by Ingres, very variously criticized; in the 4th is a 16th cent. Jesse window. The S. transept contains a Pietà by Guercino. A Renaissance staircase in the N. transept recalls that in St-Etienne du Mont in Paris. In the small CHOIR, which has no ambulatory, the *Chapelle de St-Léger* (S. side) contains a niche with kneeling marble statues of Président Jeannin (d. 1622), finance minister of Henri IV, and his wife.

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To the N.E. of the cathedral is the former *Bishop's Palace*, dating from the 13th cent. but much restored and now containing a *Natural History Museum*. In the cathedral gardens are the ruins of the old refectory.—The *Tour des Ursulines*, at the S. extremity of the town, is the sole relic of the Château de Riveau.

From the cathedral quarter the Rue St-Antoine leads past the imposing 17th cent. *Grand-Séminaire*, now used as barracks, to the site of the Porte des Marbres, marked by a statue of the noble Druid *Divitiacus*, an ambassador of the Ædui to Cæsar and a friend of Cicero. The Promenade des Marbres, a fine avenue named either from the vanished gateway or from the Roman remains that border it, leads N.E., past the *Cavalry School* (Pl. C 3) erected by Louis XIV in 1669 to the site of the old *Roman Theatre*, now a semi-circular hollow in which the wedges of seats can still be traced. Open-air plays are occasionally performed here in summer.

The surviving Roman gateways at Autun, although dating from the decadence, are among the most remarkable in France. The ***Porte St-André** (Pl. C 1; 46 ft. high and 66 ft. wide), formerly the *Porta Lingonensis* or Langres gate, has two main arches flanked by two smaller openings for foot-passengers, and is surmounted by an arcaded gallery. The guard-house on the N. side has been made into a chapel. The ***Porte d'Arroux** (Pl. A 1), in the squalid Faubourg d'Arroux, was once the *Porta Senonica* (Sens gate). It is 56 ft. high and 62 ft. wide, and is the same in general plan as the Porte St-André, but the proportions are more elegant and the building shows signs of more skilled workmanship.

A road across the Arroux and the two branches of the Ternin leads to the ruins of the so-called *Temple of Janus*, which was more probably an isolated defence work.

The Grande-Rue Marchaux (Pl. B 2) leads through the Quartier Marchaux, encircled in the middle ages by a wall of its own, and passes the *Musée Lapidaire* (adm. apply to the caretaker) installed in the 12th cent. chapel and cloister of St-Nicolas, and containing fragments of Roman statues and mosaics, the sarcophagus of Queen Brunehault (534–613), an early Christian inscription in Greek, and mediæval statues from the destroyed tomb of St. Lazare. Farther on is the 15th cent. *Tour de Marchaux*.

A pleasant walk may be taken through the *Faubourg St-Pancrace* (Pl. C 4) to (20 min.) the village of *Couhard*, on the outskirts of which is the conspicuous *Pierre de Couhard*, a partly ruined pyramid of Roman masonry, 88½ ft. high, probably a tomb.

A motor-bus (3 fr.; week-days only) plies from Autun viâ (3½ m.) ***Monthelon***, with a 15th cent. château where St. Francis de Sales was a frequent visitor in 1602–9, to (11 m. S.W.) *St-Léger-sous-Beuvray*. *Mont Beuvray* (2657 ft.), above the village, was once crowned by the flourishing city of *Bibracte*, the capital of the Ædui, of which, however, few traces remain above ground. Some of the antiquities excavated here are in the Musée Rolin (p. 329) but most are at St-Germain, near Paris. *Mont Prénelay* (2788 ft.; *View) and the ***Bois du Roi*** (2958 ft.; comp. p. 264), a little to the N., are the loftiest summits of the Morvan.

FROM AUTUN TO CHÂTEAU-CHINON, 31 m. (50 km.), light railway in 2½ hrs. (10 fr. 35 c.).—7½ m. *La Selle* has anthracite mines.—12½ m. ***Anost-Vaumignon***.

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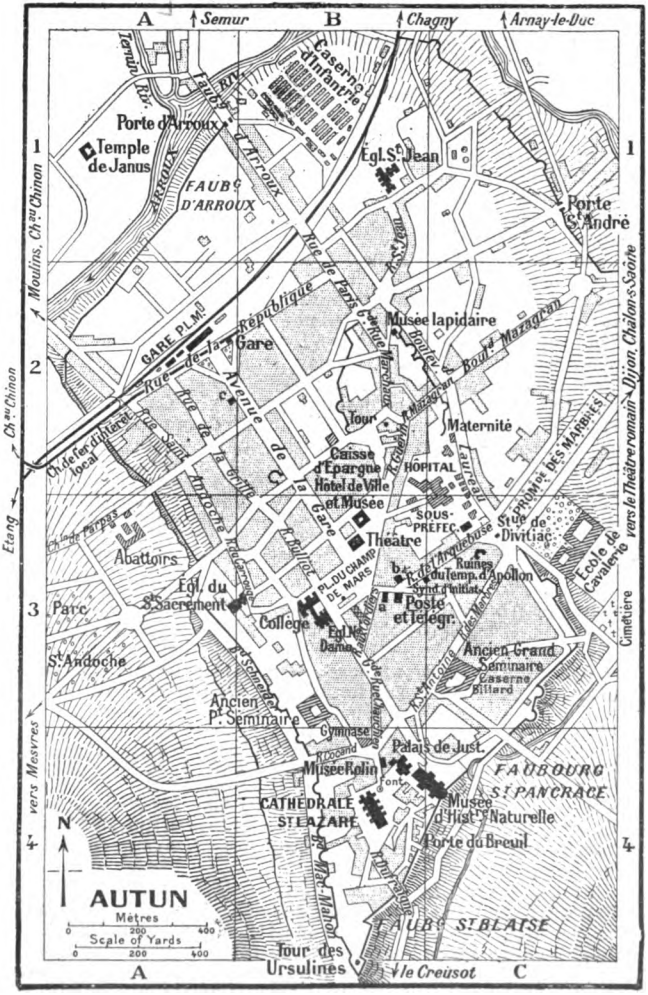

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Anost (good inns), in the heart of the Morvan, is the home of the 'Galvachers,' noted for centuries as carriers, whose picturesque ox-carts, laden with wine or wood, are a characteristic feature of the district.—15 m. *Athez-Corcelles*, at the foot of the remarkable Roches de Velée.—19¼ m. *Arleuf*. We descend the upper Yonne.—29 m. *Château-Chinon-Ville*.—31 m. (50 km.) *Château-Chinon P.L.M.* (p. 260).

From Autun to *Avallon*, see p. 266.

Beyond Autun the railway ascends the Arroux valley.—At (79½ m.) *Dracy-St-Loup* the line to Avallon (p. 266) diverges N. *Curgy*, 2½ m. S.E., has an 11th cent. church.—86½ m. *Sully-le-Château*. The château (no adm.), with a courtyard pronounced by Mme de Sévigné the most beautiful in France, dates from 1570, and was the birthplace of Marshal MacMahon (1808–93).—89 m. *Épinac-les-Mines*, with collieries first worked in 1755, is overlooked by a 15th cent. castle built by Nicolas Rolin (p. 329). The ruins of the priory of *Val-St-Benoit*, 3½ m. S.W., are interesting.—Branch lines to *Les Laumes*, see p. 254, and to *Dijon*, viâ Bligny, see p. 277.—92 m. *Saisy-la-Forêt* has a good 13th cent. church-tower and choir.—97½ m. (157 km.) **Nolay** (1465 inhab.; *Hôt. Ste-Marie*, R. 10–22, L. or D. 12 fr.; *de l'Arbre-d'Or*), surrounded by rocky heights, contains the house of the Carnot family, birthplace of the republican leader Lazare Carnot (1753–1823). The timbered market-hall, near the church, dates from the 14th century.

Pleasant walks may be taken to (1¾ m. S.) the *Mont de Rême* (1693 ft.) crowned by an ancient camp; or to (3 m. E.) *La Rochepot*, with a 12–13th cent. church, and a fine **Castle* (11–14th cent.; restored), the birthplace of Philippe Pot (1428–94), favourite of Duke Philip the Good and Grand Seneschal of Burgundy, whose famous tomb is now in the Louvre. On the high ground opposite the castle are two dolmens.

100 m. *Paris-l'Hôpital*, in the picturesque valley of the Cuzanne. About 1 m. S.E. is the camp of *Rome-Château* (1750 ft.); 2 m. farther E. is the fine 13th cent. church of *St-Gervais-sur-Couches*.—103 m. *Santenay*, where we join the line from Nevers viâ Montchanin, see p. 333.—105½ m. *Chagny*, and thence to (138 m., 222 km.) **Dijon**, see pp. 310–314.

B. Viâ Le Creusot

RAILWAY, 133¾ m. (215 km.) in 4¼–7 hrs. (96 fr. 85, 65 fr. 40, 42 fr. 60 c.).
ROAD, see p. 327.

From Nevers to (65 m., 105 km.) *Étang-sur-Arroux*, see Rte. 62A.—68¼ m. *Mesvres*. On the left rises the Signal de Montjeu (2150 ft.).—Beyond (73¼ m.) *St-Symphorien-de-Marmagne* we traverse a tunnel.

79 m. (126 km.) **Le Creusot** (*Hôt. Moderne et du Coq d'Or*, R. 12–40, L. or D. 14 fr.; *Terminus*), one of the great iron and steel working towns of Europe (32,419 inhab., including the suburbs), owes its prosperity to the famous *Schneider Ironworks* founded in 1836 by the brothers Adolphe and Eugène Schneider. This great establishment (20,000 workmen), a town in itself, owns iron and coal mines and numerous branch-

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works in other parts of France, and the visitor who obtains permission to enter it (on application at the office in the Rue de Chalon) will see every variety of iron and steel manufacture on a large scale carried on in the most modern and scientific manner. The first locomotives made in France were built here in 1839; and during the War enormous quantities of guns and munitions of war were produced, including large numbers of the famous 'seventy-fives' (75-millimètre guns).—A bronze statue, by Chapu, of Eugène Schneider (1805–75) stands in the Place Schneider.

The railway crosses a large canal-reservoir.—83¼ m. *Montchanin-les-Mines* (Hôt. des Négociants) is a modern industrial town (4203 inhab.) and a railway junction.

A branch line diverges hence for (16¾ m., 27 km.) *St-Gengoux* (p. 316) viâ (6¾ m.) *Le Puley*, with a ruined 12th cent. church.

FROM MONTCHANIN TO PARAY-LE-MONIAL, 31 m. (50 km.), railway in 1–2 hrs. (22 fr. 55, 15 fr. 20, 9 fr. 90 c.). The line traverses an industrial district.—6¾ m. *Blanzy*.—9¼ m. *Montceau-les-Mines* (Hôt. du Commerce; 8317 inhab.), a colliery town; railway to Charolles, see p. 338.—19¼ m. *Génelard*. About 2½ m. N. is *Perrecy-les-Forges*, with a fine church (12–15th cent.).—21 m. *Palinges*, with coal mines and potteries.—31 m. (50 km.) *Paray-le-Monial*, see p. 336.

The railway now descends the industrial valley of the Dheune.—93 m. *St-Léger-sur-Dheune* has a 16th cent. church.

Couches-les-Mines (Hôt. des Trois-Maures), 3 m. N.W., is an old town (1033 inhab.) with a 15th cent. castle, a church dating from the 13th cent., and other old buildings. Its iron mines are no longer worked.

Beyond (96¾ m.) *Cheilly* we cross the Cuzanne and join the line from Étang viâ Autun (Rte. 62A).—98¾ m. (159 km.) **Santenay** (*Kursaal-Hôtel*, R. from 15 fr.; *des Bains*) is a small spa (867 inhab.) at the foot of the Mont de Sène (1720 ft.) on which have been found traces of Gallic buildings and many interesting fossils.—101¼ m. (163 km.) *Chagny*, and thence to (133½ m., 215 km.) **Dijon,** see pp. 310–314.

63. FROM MOULINS TO LYONS

A. Viâ Roanne

RAILWAY, 120¼ m. (194 km.) in 4½–6¼ hrs. (87 fr. 40, 59 fr., 38 fr. 45 c.); to *Roanne*, 66½ m. (107 km.) in 2–4 hrs. (48 fr. 20, 32 fr. 55, 21 fr. 20 c.). The branch-lines diverging S. from this route, although indicated below, are more fully described in the *Blue Guide to Southern France*.

ROAD, 115½ m. (186 km.).—31½ m. (51 km.) *Lapalisse* (p. 334).—62 m. (100 km.) **Roanne** (p. 334).—83¾ m. (143 km.) *Tarare* (p. 335).—104¼ m. (168 km.) *Lozanne* (p. 335).—115½ m. (186 km.) **Lyons** (p. 320).

Moulins, see p. 326. The line ascends the valley of the Allier.—8 m. *Bessay*, and farther on, beyond the river, *Châtel-de-Neuvre*, have Romanesque churches.—17¼ m. (28 km.) *Varennes-sur-Allier* (2015 inhab.; Nouvel-Hôtel), at the mouth of the Valençon, with a Romanesque church.

From Varennes a line runs N.E. to (38½ m., 62 km.) *Digoin* (p. 336), passing (9¼ m.) *Cindré*, where a 13th cent. tower contains some curious frescoes, (11 m.) *Trézelles*, on the line from Dompierre to Lapalisse (p. 336), and (22¼ m.) *Le Donjon*. A light railway runs S.W. viâ (18 m.) *Chantelle*, junction for (14¼ m., 23 km.) *Ébreuil*, to (34¼ m.) *Montmarault*, (48¼ m.) *Commentry*, and (64 m., 103 km.) *Marcillat* (Grand-Hôtel), see the *Blue Guide to Southern France*.

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25½ m. (41 km.) **St-Germain-des-Fossés** (*Buffet*; *Hôt. du Parc*, R. from 15 fr.; *de la Gare*), with a chapel and an interesting church, both Romanesque, is an important junction.

A line runs S. to (6¼ m., 10 km.) **Vichy** (*Carlton*; *du Parc*; *des Bains*; *International*; *d'Amérique*; *des Lilas*; etc.); and another line runs S.W. to (40¼ m., 65 km.) **Clermont-Ferrand** (*Hôt. Terminus*; *Grand*; *du Globe*; etc.), continuing thence to Nîmes and Marseilles.

29 m. *St-Gérand-le-Puy*, 3¾ m. N. of the station, has an 11th cent. church with mural paintings and a 15th cent. castle. —36 m. **Lapalisse** (2093 inhab.; *Hôt. de l'Écu*, R. 12–50, L. or D. 15 fr.; *de France*, R., L. or D. from 12 fr.), or *La Palice*, is an ancient seigniory, preserving its château (Marquis de Chabannes-La-Palice; for adm., apply at the lodge), a plain 16th cent. building, with an earlier chapel containing the *Tomb of Jacques de Chabannes (d. 1453) and his wife.

A light railway runs S. to (14¼ m., 23 km.) *Mayet-de-Montagne*, on the W. slope of the Monts de la Madeleine; see the *Blue Guide to Southern France*.

From Lapalisse to *Dompierre*, see p. 336.

We cross the Besbre and beyond (40¼ m.) *Arfeuilles* traverse a tunnel ¾ m. long.—46½ m. *St-Martin-d'Estréaux* (inn), with old fortified buildings, is the station for *Sail-les-Bains* (Grand-Hôtel, R. 30–120, L. or D. 15 fr.; des Bains), a small spa about 3¾ m. N.E. (omnibus in the season), known since Roman times, with alkaline silicated waters used for dyspepsia and skin diseases.—52 m. *La Pacaudière* (inn). *Crozet*, a walled town on a hill ¾ m. W., retains a 12th cent. keep.—About 2½ m. S. of (58¼ m.) *St-Germain-l'Espinasse* lies *Ambierle*, notable for its Flamboyant church containing a triptych of the 15th cent., with shutters ascribed to Van Eyck or Van der Weyden. *St-Haon-le-Châtel*, 1¼ m. farther on, is still surrounded by walls with seventeen towers.

66½ m. (107 km.) **Roanne** (*Buffet*; *Grand-Hôtel*, R. 15–100, L. or D. 18 fr.; *Terminus*, R. 15–80, L. or D. 18 fr.; *du Commerce*; *Nouvel-Hôtel*), on the left bank of the Loire at its highest navigable point, is a cotton-weaving town (37,087 inhab.), in which a large arsenal was formed during the War. In the Place du Château are the rebuilt church of *St-Pierre* and some remains of a 14–16th cent. *Castle*. The Hôtel de Ville contains a good collection of prehistoric and Gallo-Roman antiquities (adm. free Sun. and Thurs., 10–12 and 2–5). In the Rue des Minimes, beside the busy canal port, the old watermen's chapel of *St-Nicolas* is now a tavern. The suburb of *Le Coteau* (5271 inhab.) is reached by a bridge over the Loire.

A light railway runs viâ (4¼ m.) *Pouilly-les-Nonains*, junction for *St-Haon* and (8 m.) *Ambierle* (see above), near the Monts de la Madeleine, (8½ m.) *St-Alban-les-Eaux* (Hôt. du Grand-St-Louis), a quiet spa, and (17½ m.) *St-Polgues*, junction for Vichy (see above), to (33½ m., 54 km.) *Boën*; see the *Blue Guide to Southern France*.

Some expresses proceed from Roanne to Lyons viâ (19¼ m.) *Balbigny* (see p. 335) and (51 m., 82 km.) **St-Étienne** (*Grand-Hôtel*; *de France*; *des Arts*, etc.), the industrial chief town (174,732 inhab.) of the department of the *Loire*; see the *Blue Guide to Southern France*.

From Roanne to *Paray-le-Monial*, see p. 337; to *Chalon*, see p. 316.

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Beyond (67¾ m.) *Le Coteau* (see p. 334), where the line to Paray-le-Monial diverges, we ascend the picturesque valley of the Reins or Rhins and thread several tunnels.—From (76 m.) *Régny* (1638 inhab.), an industrial town, a light railway runs to (22¼ m.) *Balbigny* and (44¾ m., 72 km.) *St. Just-en-Chevalet*, see the *Blue Guide to Southern France*.—80¾ m. (130 km.) *St-Victor-Thizy*, junction for light railways to the weaving towns of (3¾ m.) *Bourg-de-Thizy* and (8½ m.) *Cours*, and to (4¼ m.) *Thizy*, the birthplace of Jean-Marie Roland (1734–93), the Girondin.—84 m. (135 km.) *Amplepuis* (4124 inhab.) is connected by light railway with (10½ m., 17 km.) *St-Vincent-de-Reins*.—We traverse the long tunnel of Les Sauvages (1¾ m.) before beginning the descent into the Rhône basin.

92½ m. (149 km.) **Tarare** (*Buffet*; *Hôt. de l'Europe*, R. 15–35, L. or D. 16 fr.), an industrial town (11,416 inhab.) in the narrow valley of the Turdine, is the centre of an extensive cotton and plush manufacture. The *Signal de Boussivre* (3294 ft.; view), the highest point of the 'Monts de Tarare,' may be ascended thence in 2¼ hrs.

FROM TARARE TO VILLEFRANCHE-SUR-SAÔNE, 24¾ m. (40 km.), light railway in 2½ hrs. (8 fr. 65 c.).—9½ m. *Légny*.—12 m. *Le Bois-d'Oingt* (comp. p. 337 is frequented as a summer resort by the Lyonnais.—At (15½ m.) *Theize* are a feudal castle and a house once inhabited by Roland (see above).—20½ m. *Pouilly-le-Monial*.—24¾ m. (40 km.) *Villefranche*, see p. 319.

98 m. *St-Romain-de-Popey*, at the foot of Mont Popey (1987 ft.).—102½ m. (165 km.) *L'Arbresle* (2613 inhab.; Hôt. du Lion-d'Or) is a silk-manufacturing town with remains of an 11th cent. castle of the abbots of Savigny (see below) and of town walls. The church (13–15th cent.) has some good stained glass and a bell said to have been presented by Fénelon. Barthélemy Thimonnier (1793–1859), inventor of perhaps the first form of the sewing machine (c. 1830), was born here.

Bully-les-Bains, 3 m. N.W., has medicinal springs and a 14th cent. castle.—About 3½ m. S.W. are ruins of the once important abbey of *Savigny*.—A railway runs viâ (10½ m.) *Tassin* to (14¼ m., 23 km.) *Lyon-St-Paul*.

At (106¾ m., 172 km.) *Lozanne* (Buffet) we are joined by the line from Moulins viâ Paray-le-Monial (see p. 337). A branch-line runs viâ (11¼ m.) *Tassin* (see above) to (15 m., 24 km.) *Lyon-St-Paul*.—110 m. *Chazay-Marcilly*. The town of *Chazay-d'Azergues*, ¾ m. W., retains two gateways of its old walls.—113½ m. *St-Germain-au-Mont-d'Or* (p. 319).—120½ m. (194 km.) **Lyons** (Perrache Station), see p. 320.

B. Viâ La Clayette

RAILWAY, 115 m. (185 km.) in 5¼–8 hrs. (83 fr. 35, 56 fr. 25, 36 fr. 65 c.); change at Paray-le-Monial; to *Paray-le-Monial*, 41½ m. (67 km.) in 1–1¾ hr. (30 fr. 20, 20 fr. 35, 13 fr. 30 c.). Some of the Lyons trains travel viâ *Tassin* (see above), 1¼ m. farther.

ROAD, 113½ m. (183 km.).—19¾ m. (32 km.) *Dompierre* (see p. 336).—36½ m. (59 km.) *Digoin* (p. 336).—60 m. (97 km.) *La Clayette* (p. 337).—83 m. (134 km.) *Lamure* (p. 337).—103 m. (166 km.) *Lozanne* (see above).—113½ m. (183 km.) **Lyons** (p. 320).

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Moulins, see p. 326. The line runs E. to (17½ m., 28 km.) *Dompierre-Sept-Fonds*, the station for (¾ m. S.E.) *Dompierre-sur-Besbre* (2220 inhab.; Hôt. du Lion d'Or, R. from 14 fr.), and for (1½ m. N.E.) the former Trappist monastery of *Sept-Fonds* (founded in 1132).

A light railway runs S. to (27½ m., 44 km.) *Lapalisse* (p. 334) viâ (10½ m.) *Châtel-Perron*, with a 12th cent. church door, (16 m.) *Jaligny*, and (19½ m.) *Trézelles* (p. 333).

23 m. *Gilly-sur-Loire*, junction for Cercy-la-Tour (p. 328).—34¾ m. (56 km.) *Digoin* (Hôt. du Commerce, R., L., or D. 15 fr.) is a busy little town (5671 inhab.) on the Loire at the meeting-place of three canals, one of which is carried over the river by an aqueduct of sixteen arches.

From Digoin to *Varennes*, see p. 333; to *Étang*, see p. 328.

41½ m. (67 km.) **Paray-le-Monial** (*Buffet*; *Hôt. de la Basilique*, R. 15–75, L. or D. 18 fr.; *du Sacré-Cœur*, R. 18–55, L. or D. 20–25 fr.; *de la Poste*; *Terminus*; etc.), next to Lourdes the most frequented pilgrim-resort in France, is an interesting old town (5599 inhab.) in the valley of the *Bourbince*.

The town, though surnamed 'Le Monial' from its numerous mediæval monasteries, acquired its special fame in the reign of Louis XVI from the visions of the Visitandine nun Marguerite-Marie Alacoque (1647–90), which inspired the cult of the Sacred Heart of Jesus. Her beatification in 1864 was followed by a wide development of this cult; the first great pilgrimage to Paray-le-Monial took place in 1873; and in 1874 the erection of the great church of the Sacré-Cœur at Paris was decreed as a national votive offering of humiliation and repentance after the war of 1870–71. Pilgrimages to Paray are most numerous in June and September; the two most important days are the Fri. after the Corpus Domini and Oct. 17th, the anniversary of Marguerite-Marie's death.

The church of *Notre Dame, overlooking the river and known since 1875 as the Basilique du Sacré-Cœur, is a striking example of 12th cent. Burgundian Romanesque, revealing the direct influence of the basilica of Cluny. The narthex at the W. end, surmounted by two dissimilar towers, probably dates from an earlier (11th cent.) structure, but the octagonal tower over the crossing is a modern restoration. The ambulatory, from which three chapels radiate, contains eight monolithic columns. Traces of classic influence are apparent in the capitals and other ornamentations. In the Gothic Lady Chapel, in the S. transept, are a noteworthy Pietà and a Romanesque altar. The ancient abbots' house, S.E. of the church, has been entirely rebuilt as a clergy house, with a park (open to the public) in which the pilgrimage ceremonies are performed. The Rue de la Visitation leads N. from the church to the town, passing the *Convent of the Visitation*, in which the Blessed Marguerite-Marie was a nun and where her remains are preserved. A little farther on is the *Musée Eucharistique* (open daily), a private collection of paintings, antiquities, and works of art relating to the Eucharist, and geological and prehistoric collections from the neighbourhood. To the left, viâ the Rue du Général-

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Petit, is the *Hôtel de Ville*, a tasteful Renaissance mansion of 1525–28, with a façade adorned with sculptures. Opposite rises the square *Tour St-Nicolas*, a survival from a former church.

FROM PARAY-LE-MONIAL TO ROANNE, 37¼ m. (60 km.), railway in 1¾ hr. (27 fr. 5, 18 fr. 25, 11 fr. 90 c.). We pass several villages with interesting churches 5¼ m. *St-Yan*.—10½ m. *Montceaux*.—15½ m. *Marcigny* (good inns), the station for (4 m. N.) *Ancy-le-Duc*, with a striking Cluniac abbey church, and for (3 m. S.E.) *Semur-en-Brionnais* (inn), with a Romanesque *Church, one of the types of Mâconnais art (12th cent.).—21 m. *Iguerande* has an 11–12th cent. church. About 3 m. E., near *St-Bonnet-de-Cray*, was the *Château de Chamrond*, birthplace of Madame du Deffand (1697–1780), the friend of Horace Walpole.—25¼ m. *Pouilly-sous-Charlieu*, and thence to (37¼ m., 60 km.) *Roanne*, see p. 316.

From Paray-le-Monial to *Montchanin*, see p. 333; to *Mâcon*, see below.

The scenery becomes finer as we ascend the slopes of the Mâconnais.—At (47¼ m.) *Lugny-les-Charolles* the Arconce is crossed.—52¾ m. *Dyo*, with (r.) the Château de Drée.—59½ m. (96 km.) **La Clayette-Baudemont** (*Buffet*) is the station for *Baudemont*, 1 m. W., and for *La Clayette* (*Hot. de la Poste; good cooking), a little town with a restored 14th cent. castle mirrored in its lake.

A light railway ascends the valley of the Sornin to (18¼ m., 30 km.) *Monsols* (p. 319).—From La Clayette to *Chalon* and to *Roanne*, see p. 316.

We cross the Sornin and thread several tunnels.—63¾ m. *Mussy-sous-Dun*, with a long and lofty viaduct, lies at the foot of the *Montagne de Dun* (2330 ft.), on which are vestiges of a Gallic hill-village.—65¾ m. (106 km.) *Chauffailles* (1400 ft.; Hôt. de la Poste; du Centre) is an unpretending summer resort.—Beyond (70¼ m.) *Belleroche-Belmont* we pass through the Tunnel des Écharmeaux, the second longest in France (2½ m.), beneath the main ridge of the Monts du Beaujolais (p. 319), and enter the charming valley of the Azergues.—73¼ m. *Poule* (inn), a little mountain village (1700 ft.).

To the N. (2½ m.) is *Les Écharmeaux* (two inns), a hamlet on the slopes of the *Roche d'Ajoux* (3192 ft.; 1½ hr.).

The line now follows the remarkable 'Loop of Claveisolles,' 3 m. long (viaducts and tunnels).—79 m. *Claveisolles*.—80 m. *St-Nizier-d'Azergues* and (82½ m.) *Lamure-sur-Azergues* are both charmingly situated. We presently enter the vine-growing region.—92½ m. *St-Laurent-d'Oingt*.—95 m. *Le Bois-d'Oingt-Légny*. Light railway from Le Bois-d'Oingt to Villefranche and to Tarare, see p. 335.—97½ m. *Chessy*, formerly walled, has a 15th cent. church and vestiges of a castle of the abbots of Savigny (p. 335). The abandoned copper mines here belonged to Jacques Cœur (1395–1456), the wealthy Bourges merchant who financed Charles VII in his wars against the English.—98¾ m. *Châtillon-d'Azergues* has ruins of a 12–16th cent. castle, with a two-storied chapel containing a painting by Hippolyte Flandrin and the tomb of Geoffroy de Balsac (d. 1510).—101¼ m. (163 km.) *Lozanne*, and thence to (115 m., 185 km.) **Lyons**, see p. 335.

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C. Viâ Mâcon

RAILWAY, 134 m. (216 km.) in 7¼–8 hrs. (no through fares); to *Mâcon*, 89½ m. (144 km.) in 5½ hrs. (64 fr. 85, 43 fr. 80, 28 fr. 55 c.).
ROAD, see p. 335.

From Moulins to (41 m., 67 km.) *Paray-le-Monial*, see Rte. 63B. The line runs E. with many windings.—51½ m. (83 km.) **Charolles** (*Hôt. Moderne*; *du Lion-d'Or*), an ancient town of 3119 inhab. on the Arconce and the Semence, retains ruins of a castle of the counts of the Charollais, with 14th cent. towers.—58¼ m. *St-Bonnet-Beaubery* lies at the foot of Mont Botey (1950 ft.).

A light railway runs hence to (28 m., 45 km. N.) *Monceau-les-Mines* (p. 333) viâ (5 m.) *St-Bonnet-de-Joux*, with the 16th cent. •Chateâu de Chaumont (interesting interior and vast stables), and (18 m.) *Mont-St-Vincent*, with a 12th cent. church.

59½ m. *Les Terreaux-Vérosvres*. The neighbouring hamlet of Hautecour was the birthplace of Marie Alacoque (p. 336).—69 m. *Clermain*, with a 12th cent. church, is the junction for the line from Chalon to Roanne (p. 316).

75 m. (121 km.) **CLUNY** (*Buffet*; *Hôt. de Bourgogne*, R. 12–30, L. or D. 12 fr.; *du Commerce*, R. 10–20, L. or D. 14 fr.), on the Grosne, is an ancient town (3837 inhab.) famous throughout Christendom for its Benedictine abbey.

History. Founded in 910 under William I, duke of Guienne, by St. Berno (pp. 289, 292), and enlarged by his successor St. Odo (926), who introduced the reformed rule of St. Benedict, the monastery became one of the intellectual capitals of Europe in the 11–12th cent. and the head of a powerful order, with over 300 dependent houses (a number often exaggerated) in France and abroad. Among its abbots were St. Odilo (962–1048) and Peter the Venerable (1092–1156), who gave sanctuary to Abelard (comp. p. 169); and among its sons Popes Gregory VII, Urban II, and Paschal II. The vast and splendid buildings of Cluny largely contributed to the development of the famous Burgundian Romanesque school. After the death of Peter the Venerable the Cluniac monks relaxed their originally strict rule with the increasing wealth for which they were famed, and the fame and influence of their monastery began to wane. The abbots ceased to be elected by the monks and were appointed to their wealthy office 'in commendam' by the king; four members of the house of Guise, Richelieu, the Prince of Conti, Mazarin, and Card. de Bouillon were among the titular but too often absentee abbots of Cluny. The abbey suffered greatly in the wars of religion. It was suppressed in 1790, and the church destroyed in 1798–1812. The last abbot was Card. de la Rochefoucauld.—In 1245 St. Louis and Pope Innocent IV met at Cluny to discuss the affairs of the emperor Frederick II, whom the pope had deposed at the council of Lyons. In 1471 the town was taken by the troops of Louis XI.

We cross the Grosne and enter the town by the Porte de Mâcon. In a turning on the left of the Rue Prud'hon is the *Hôtel-Dieu*, with a chapel containing fragments of a sumptuous tomb which Card. de Bouillon intended to set up in the memory of his parents; the erection was, however, forbidden by the jealous Parlement in 1711. Farther on the church of *St-Marcel* (r.) has a Romanesque tower and a carved 13th cent. font. In the Impasse Prud'hon, S. of the church, is the house in which Pierre-Paul Prud'hon (1758–1823), the painter, is said to have been born. We turn to ft in the Place du Commerce, and proceed N.W., passing

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numerous ancient houses, as far as the church of *Notre-Dame*, a late 13th cent. structure in the purest Burgundian style, with good rose-windows in the transepts. The Rue Municipale leads to the ABBEY BUILDINGS, now partly occupied by a school of Arts and Sciences (adm. on application to the concierge; gratuity). The principal front is formed by the handsome 14th cent. *Palace of Pope Gelasius II* (restored), behind which is a large cloister surrounded by buildings of the 18th cent., with a façade towards the former gardens. Of the *Abbey Church* (1089–1131), which until the erection of St. Peter's in Rome was the largest church in Christendom, the only remains are the S. arm of the great transept (110 ft. high), fragments of the apse, the octagonal Clocher de l'Eau-Bénite (190 ft.), a smaller square tower, and the Gothic Chapelle de Bourbon (1456). The *Abbots' Palace*, in the Place du Marché, a graceful building of 1456–85, with a Romanesque gateway, contains a small Musée with an interesting relief-model of the abbey church, a plan showing the vast extent of the monastery, a few paintings, and relics of the monastery. In the garden are the 16th cent. *Palais d'Amboise*, now the Hôtel de Ville, erected by Jacques d'Amboise, builder of the Hôtel de Cluny at Paris, and the *Tour Fabry* of 1347.

From Cluny a light railway ascends the valley of the Grosne to (21 m., 34 km.) *Monsols* (p. 319) viâ (6¾ m.) *St-Point*, with the château which was the favourite residence of Lamartine (p. 318) and the chapel in which he was buried in 1869.

From Cluny to *Chalon* and to *Roanne*, see p. 316.

The line threads a tunnel, 1 m. long, and passes *Berzé-le-Châtel*, with a castle (left) once the seat of the oldest barony of the Mâconnais.—80 m. *La Croix-Blanche-Sologny* has a picturesque 12th cent. church.—82½ m. *La Roche-Vineuse-Milly*. Lamartine passed part of his childhood at *Milly-Lamartine*, a house 2 m. E. Near (84½ m.) *Prissé* are the priory of *Chevigné* (½ m. S.; now a farm), where Abelard spent two years, and the château of *Montceau* (1 m. N.), another residence of Lamartine.—About 2¾ m. S.W. of (87 m.) *Charnay-Condemine* lies *Solutré*, at the foot of a rock c. 300 ft. high, where great deposits of bones have been found, pointing to the existence here of a prehistoric horse-hunting tribe.—89½ m. (144 km.) *Mâcon*, and thence to (134 m., 216 km.) **Lyons,** see pp. 318–320.

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Topographical names are printed in black type, names of persons in italics, other entries in Roman type. In the arrangement of entries in alphabetical order prepositional and connecting words, such as 'sur,' 'sous,' 'en,' 'le,' 'de,' etc., are ignored.

The following abbreviations of Departmental names are used in the index:

Ard. = Ardennes
R. Rhin = Bas-Rhin
H. Marne = Haute-Marne
H. Rhin = Haut-Rhin
H. Saône = Haute-Saône
M. et M. = Meurthe-et-Moselle
Mos. = Moselle
P. de C. = Pas-de-Calais
S. et L. = Saône-et-Loire
S. et M. = Seine-et-Marne
S. et O. = Seine-et-Oise
S. Inf. = Seine-Inférieure

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Zetting 228
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Zoufftgen 210
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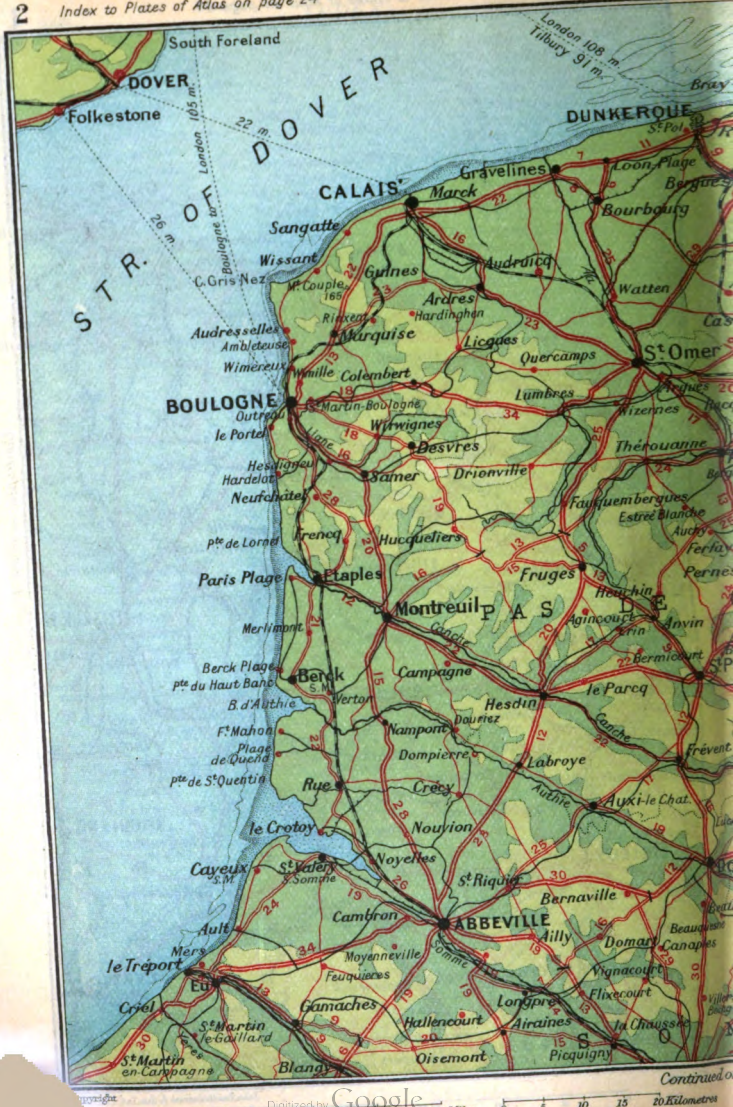
0 5 10 15 Miles 0 5 10 15 20 Kilometres

For explanation of road marking and contour colouring see page 24


South Foreland
DOVER
Folkestone
STR. OF DOVER
London 108 m.
Tilbury 91 m.
Bray
DUNKERQUE
St Pol
Gravelines
Loon Plage
Bergues
CALAIS
Marck
Bourbourg
Sangatte
Wissant
C. Gris Nez
Guines
Audruicq
Watten
Ardres
Hardinghen
Audresselles
Ambleteuse
Marquise
Licques
Quercamps
St Omer
Wimereux
Wimille
Colembert
BOULOGNE
Outreau
le Portel
St Martin-Boulogne
Wirwignes
Lumbres
Wizernes
Thérouanne
Desvres
Hesdigneul
Hardelot
Samer
Drionville
Neufchâtel
Fauquembergues
Estrée Blanche
Pte de Lornel
Frencq
Hucqueliers
Paris Plage
Etaples
Fruges
Montreuil
Merlimont
Agincourt
Anvin
Berck Plage
Pte du Haut Banc
Berck
Campagne
le Parcq
B. d'Authie
Verton
Hesdin
Fort Mahon
Plage de Quend
Pte de St Quentin
Nampont
Douriez
Dompierre
Labroye
Frévent
Rue
Crécy
Authie
Auxi-le Chat.
le Crotoy
Nouvion
Cayeux
St Valery Somme
Noyelles
St Riquier
Bernaville
Cambron
ABBEVILLE
Ailly
Domart
Canaples
Ault
Mers
le Tréport
Eu
Moyenneville
Feuquières
Vignacourt
Flixecourt
Criel
Gamaches
Longpré
Airaines
la Chaussée
St Martin le Gaillard
Hallencourt
Oisemont
St Martin en-Campagne
Blangy
Picquigny
Continued on
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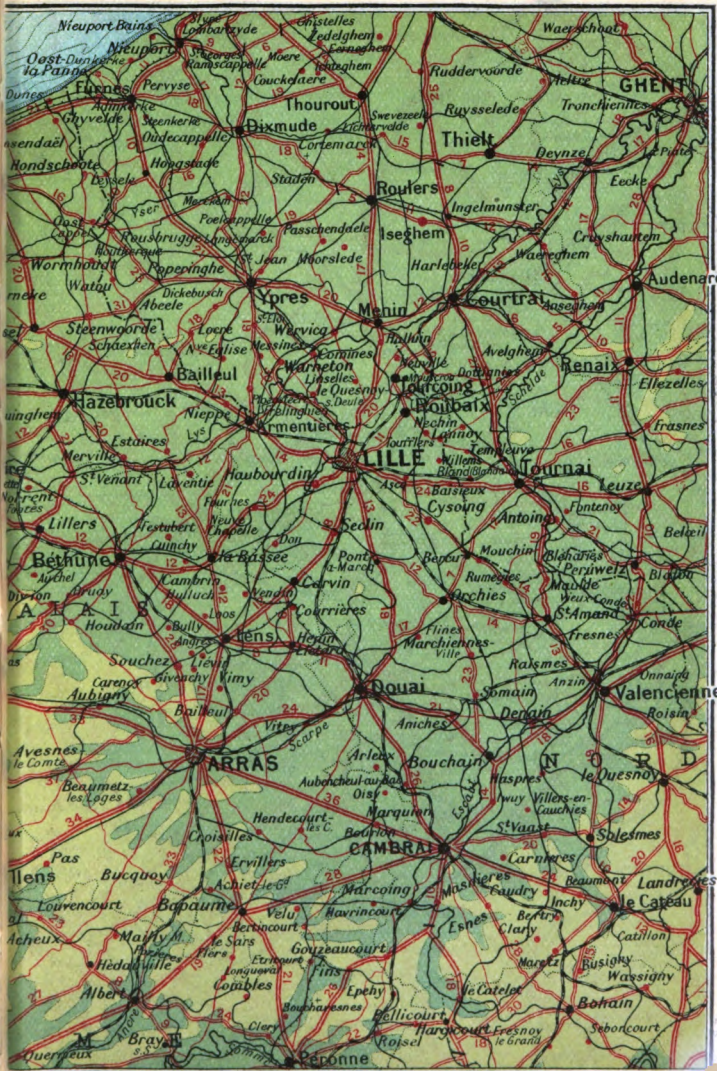
0 5 10 15 Miles
0 5 10 15 20 Kilometres



Plates 4 & 5

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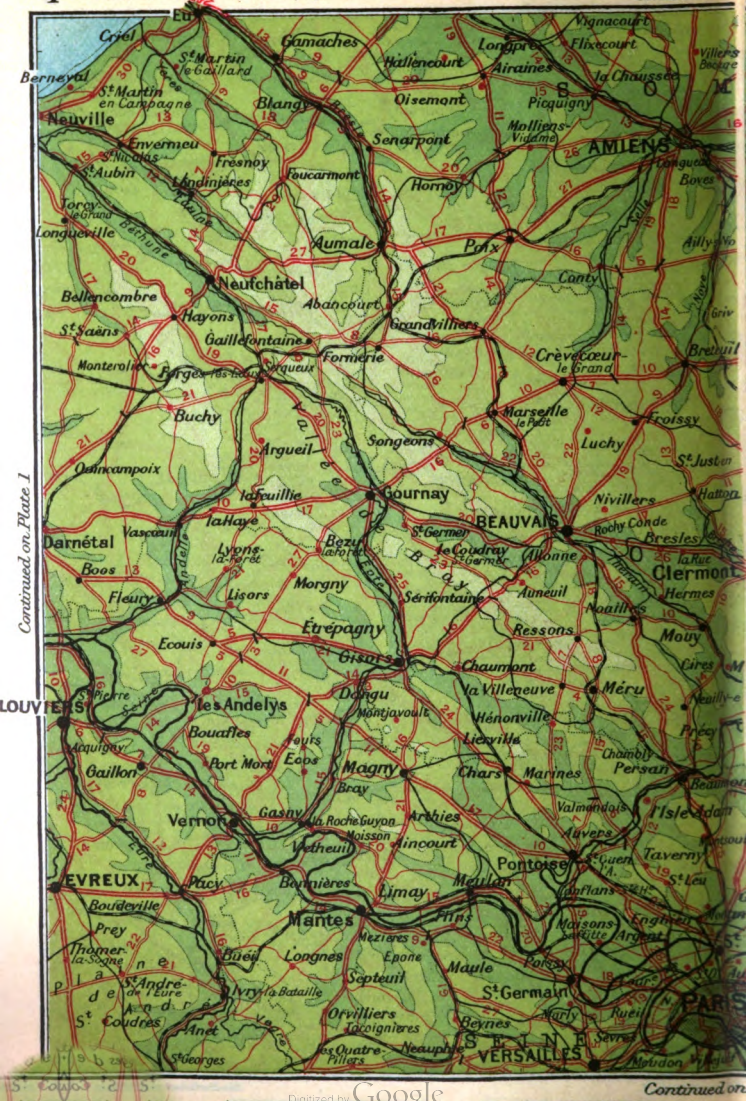

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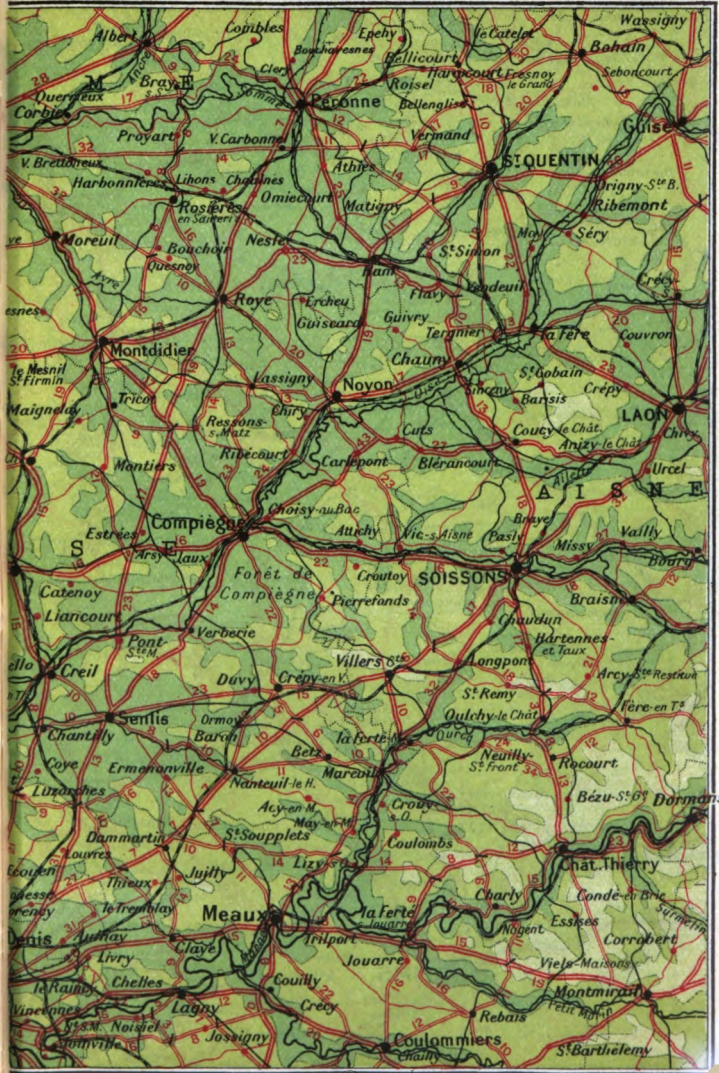

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For explanation of road marking and contour colouring see plate 24

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Plates 9, 10 & 11

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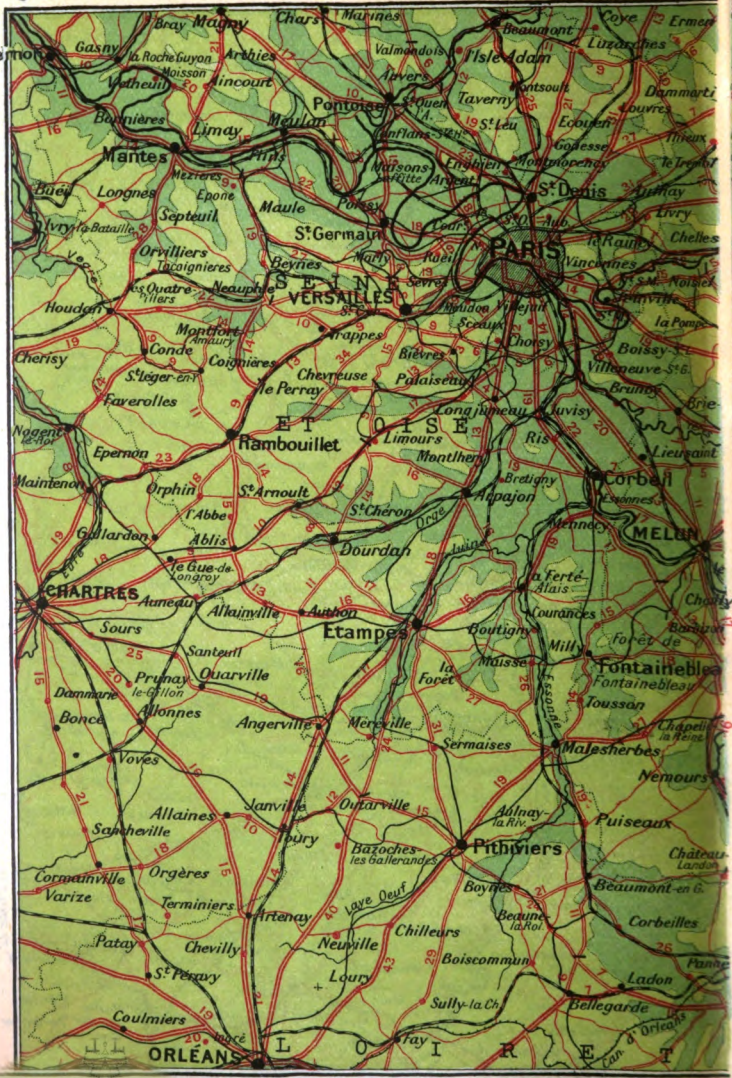

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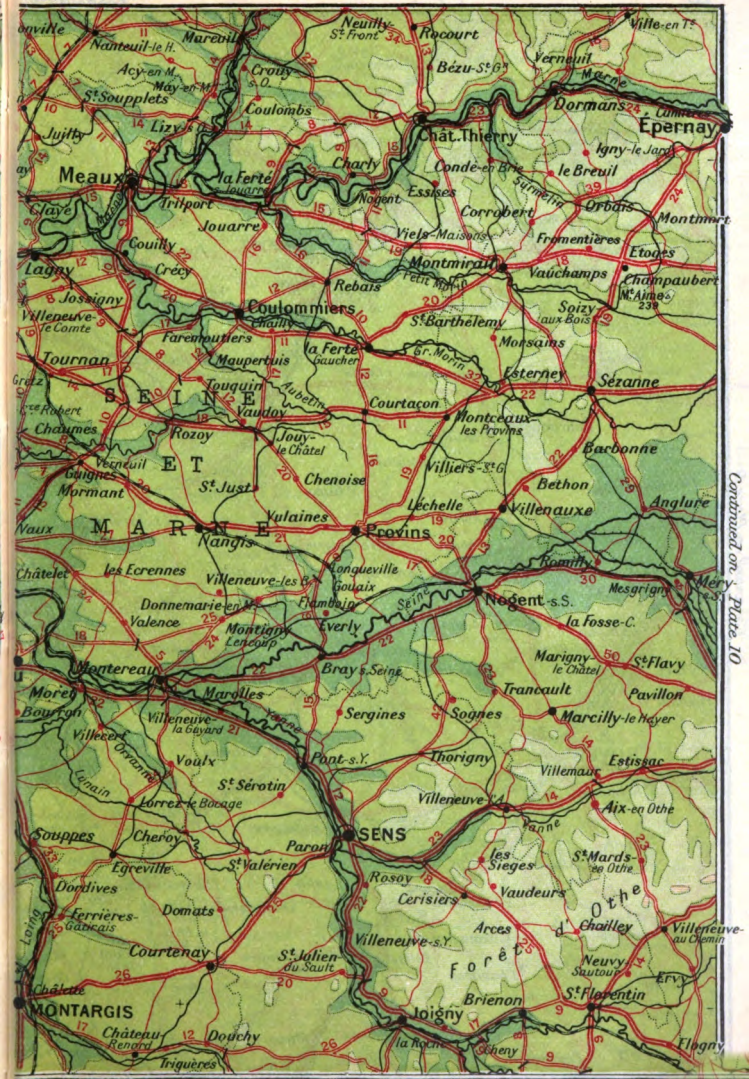

Continued on Plate 10

Plates 16 & 17

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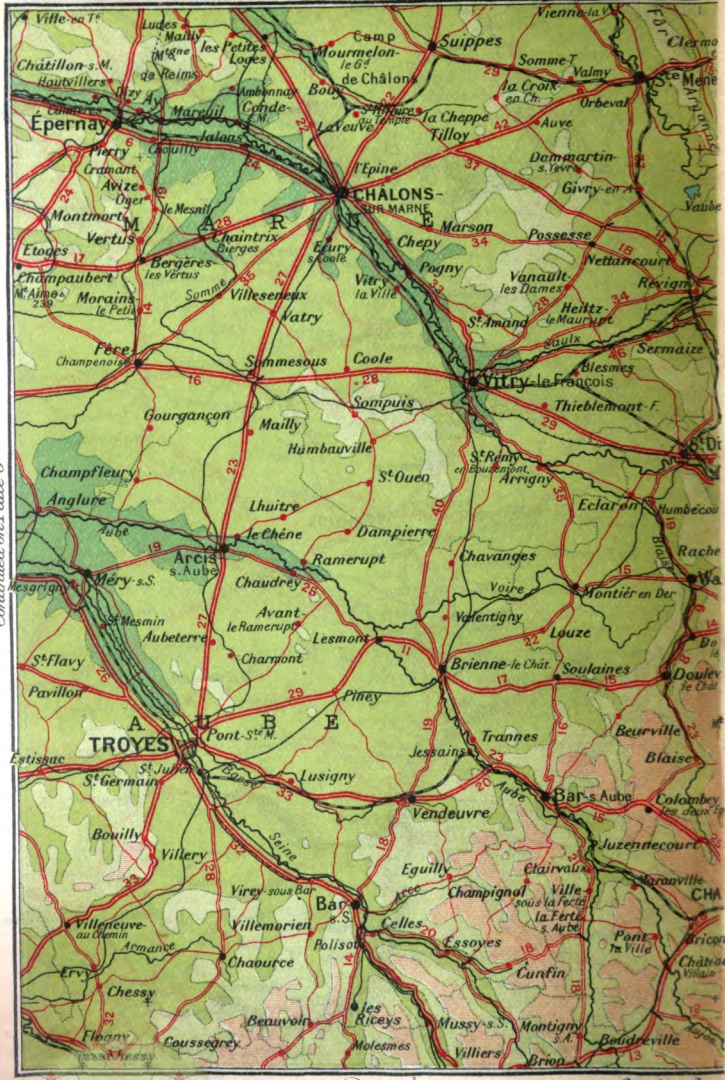
Ville-en-T.
Ludes
Mailly-la-Ville
Les Petites-Loges
Mourmelon-le-Gd
Camp de Châlons
Suippes
Vienne-la-V.
Châtillon-s.-M.
Rilly-la-Montagne
Ste-Marie-du-Lac
Somme-T.
Valmy
Clermo
Hautvillers
Dizy
Ay
Ambonnay
Bouy
Somme-Vesle
La Croix-en-Ch.
Ste Mene
Cumières
Épernay
Marcuil
Conde-s.-M.
La Veuve
Ste Marie du Temple
La Cheppe
Tilloy
Orbeval
Auve
Pierry
Moussy
Jalons
Chouilly
Cramant
Avize
Oger
Le Mesnil
l'Épine
Dommartin-s.-Yevre
Givry-en-A.
CHÂLONS-SUR-MARNE
Montmort
Vertus
Chaintrix
Bergères
Ecury-s.-Coole
Marson
Chepy
Possesse
Vaube
Etoges
Champaubert
Ste Aime
Morains-le-Petit
Villeseneux
Somme-Soude
Vatry
Pogny
Vitry-la-Ville
Vanault-les-Dames
Nettancourt
Revigny
Heiltz-le-Maurupt
St Amand
Soulx
Fère-Champenoise
Sommesous
Coole
Vitry-le-François
Blesmes
Sermaize
Thieblemont-F.
Gourgançon
Sompuis
Mailly
Humbauville
St Remy-en-Bouzemont
Arrigny
Champfleury
Anglure
Aube
St Ouen
Lhuitre
Le Chêne
Dampierre
Eclaron
Humbecou
Arcis-s.-Aube
Ramerupt
Chavanges
Rache
Mery-s.-S.
Chaudrey
Voire
Montier-en-Der
Avant-le-Ramerupt
Valentigny
Louze
St Mesmin
Aubeterre
Lesmont
Charmont
Brienne-le-Chât.
Soulaines
Doulev
St Flavy
Pavillon
Piney
Beurville
Blaise
TROYES
Pont-Ste-M.
Trannes
Jessains
Estissac
St Julien
St Germain
Lusigny
Bar-s.-Aube
Colombey-les-deux-Eglises
Vendeuvre
Bouilly
Villery
Juzennecourt
Eguilly
Clairvaux
Saraville
Virey-sous-Bar
Champignol
Ville-sous-la-Ferté
Bar-s.-S.
Celles
Villeneuve-au-Chemin
Villemorien
Polisot
Essoyes
Pont-la-Ville
Bricon
Ervy
Chaource
Cunfin
Chessy
Les Riceys
Mussy-s.-S.
Montigny-s.-A.
Flogny
Coussegrey
Molesmes
Villiers
Briop
Boudreville
Continued on Plate 9
Continued on
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5 10 15 Miles 0 5 10 15 20 Kilometres

Continued on Plates 12 & 14

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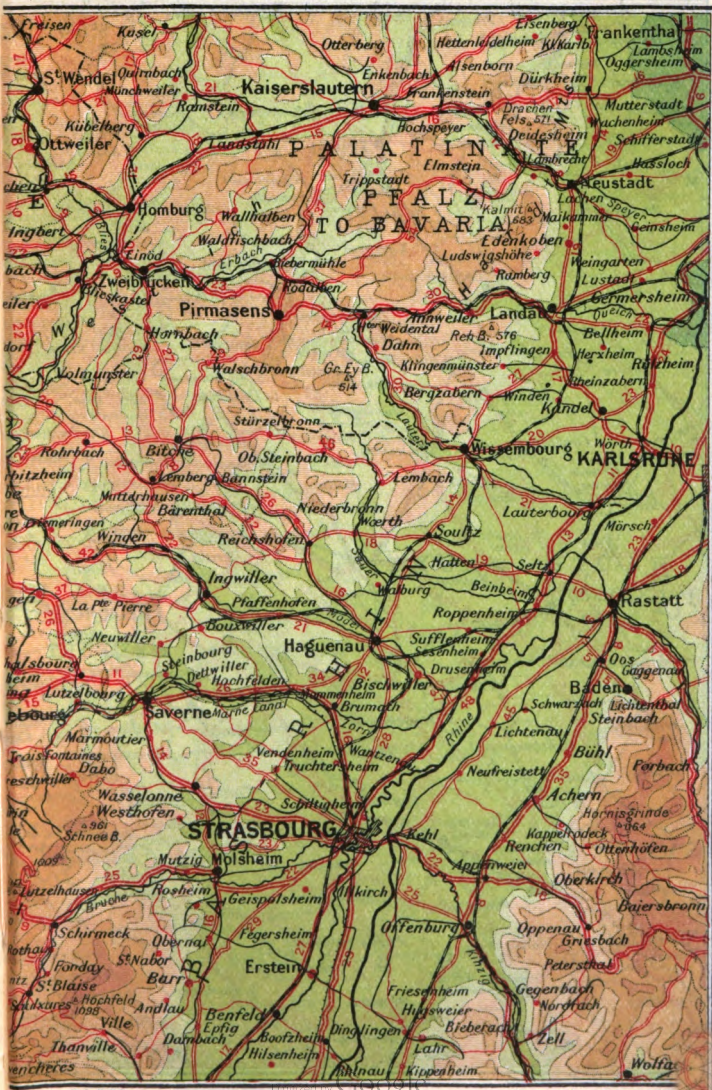
Remich
Bettemburg
Esch
Frisange
Pétange
Rumelange
Differdange
Rüttgen
Hettange
Havange
Sierck
Trenom
Thionville
Monneren
Niedaltdorf
Dalstein
Sanry
Fontoy
Trieux
Havange
Uchange
Avril
Briey
Moyeuvre
Metzervisse
Bousse
Hagondange
Bettainville
Vigy
Boulay
Niedaltdorf
Merzig
Freudenburg
Mettlach
Wadern
Losheim
Tholey
Beckingen
Wellingen
Dirming
Saarlouis
Fraulautern
Bous
Wolklingen
Sulzbach
Saarbrück
Forbach
Karling
Bening
Metzing
Sarreguemines
St Avold
Ste Marie aux Ch.
Amanvillers
Doncourt
Malmaison
Gravelotte
Rezonville
Ars
Gorze
Jouy
Arnaville
Ary
Pagny s/M.
Thiaucourt
Pont-à-Mousson
Novéant
Corny
Sillegny
Champey
St Julien
Raucourt
Nomeny
Delme
Lezeville
Dieulouard
Mulnois
Domèvre-en-Haye
Marbache
Custines
Liverdun
Frouard
Champigneulles
Maxéville
Nancy
Tantonville
Toul
Laxou
Maron
Neuves Maisons
St Nicolas du Port
Pompey
Dombasle
Rosières aux Salines
Thuilly-aux-Groseilles
Ceintrey
Vézelise
Tonnoville
Haroué
Vaudémont
St Firmin
Charmes
Frenelle
Domvallier
Mirecourt
Nomexy
Châtel-s.M.
Portieux
Bayon
Magnières
Côte d'Essey
Arrancourt
Xures
Einville-au-Jard
Saxon
Vaucourt
Avricourt
Moncourt
Maizières
Héming
Mousson
Georges
Réchicourt
Gomen
Blamont
Cirey
Lafrimbo
Vézouse
Domèvre
Petitmont
Ogéviller
Blainville Crévechamps
Montigny
Badonviller
Raon
Col de Schnepfenried
Gerbéviller
Baccarat
Allarmont
Raon-l'Etape
la Neuveville
Menil
Senones
Moyenmoutier
Saales
Rambervillers
St Dié
Col de Hte
Pro
Chateau-Salins
Dieuze
Morhange
Baronville
Faulquemont
Puttelange
Lixing les Lanning
Gr Tenquin
Altdorf
Albestroff
Bisping
Loudrefing
Fenetrange
Berthelmin
Orulin
Sarral
Uni
Sar
Ste Ma
Bl
Hombourg
Ste Hombourg
Creutzwald
Forbach
Sarreguemines
Sarre
Re
Ba
Ha
Ba
Ba
Ba



Plates 14 & 15

For explanation of road marking and contour colouring see page 24

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Continued on Plates 11 & 19

Hilsenheim
Rhinau
Kippenheim
Wolfach
Hausach
Ettenheim
Selestat
Haslach
Lauterbach
Herbolzheim
Hornberg
Kenzingen
Ribeauville
Elzach
Schonach
Triberg
Schönwald
Vohrenbach
Furtwangen
St Märgen
Bregenbach
Titisee
Neustadt
Schluchsee
Hausern
Zell
Thiengen
Waldshut
Zurzach
Albbruck
Bad Säckingen
Klingnau
Frick
Brugg
Turgi
Rheinfelden
Liestal
Basel Land
Aarau
Lenzburg
Aargau
Olten
Wohlen
Hallwil
Murt
Beinwil
Reinach
Münster
Sursee
Sempach
Willisau
Huttwil
Langenthal
Solothurn
Moutier
Delemont
Laufen
Breitenbach
Waldenburg
Courrendlin
Balsthal
Oberaargau
Zofingen
Aarburg
Schafisheim
Triengen
Kirchberg
Koppigen
Büren
Biel
Colmar
Andolsheim
Munster
Haut Rhin
Rouffach
Guebwiller
Soultz
Ensisheim
Fessenheim
Wintzenheim
Turckheim
Kaysersberg
Ostheim
Marckolsheim
Sasbach
Endingen
Riegel
Emmendingen
Kaiserstuhl
Echstetten
Waldkirch
Denzlingen
Ihringen
Zähringen
Freiburg
St Georgen
Zarten
Breisach
Neu Breisach
Krozingen
Schallstadt
Ehrenstetten
Staufen
Heitersheim
Seefelden
Müllheim
Sulzburg
Badenweiler
Todtnau
Todtmoos
St Blasien
Bernau
Schönau
Belchen
Feldberg
Mulhouse
Habsheim
Niffer
Sierentz
Kandern
Steinen
Schopfheim
Brombach
Lörrach
Wehr
Rheinfelden
Rhine
Basel
(Basle)
Hirsingen
St Louis
Huningue
Rosenau
Seppois
Leymen
Ferrette
Ruhen
Asch
Kiffis
Kl Pfetzel
Grellingen
Liesberg
Sissach
Ruppersw
Chaumont
Gl Terrible
Ursanne
Glovelier
Moutier
Moron
Hasenmatt
Wiedlisbach
Oensingen
Solothurn
Selzach
Grenchen
Leuzigen
Bütterkinden
Aarau
Lenzburg
Sempach
Willisau
Huttwil
Kirchberg
Koppigen
Büren
Biel
Nidau
Bassw
Traubrunnen
Prohibited Roads
For explanation of road marking and contour colouring see page 24
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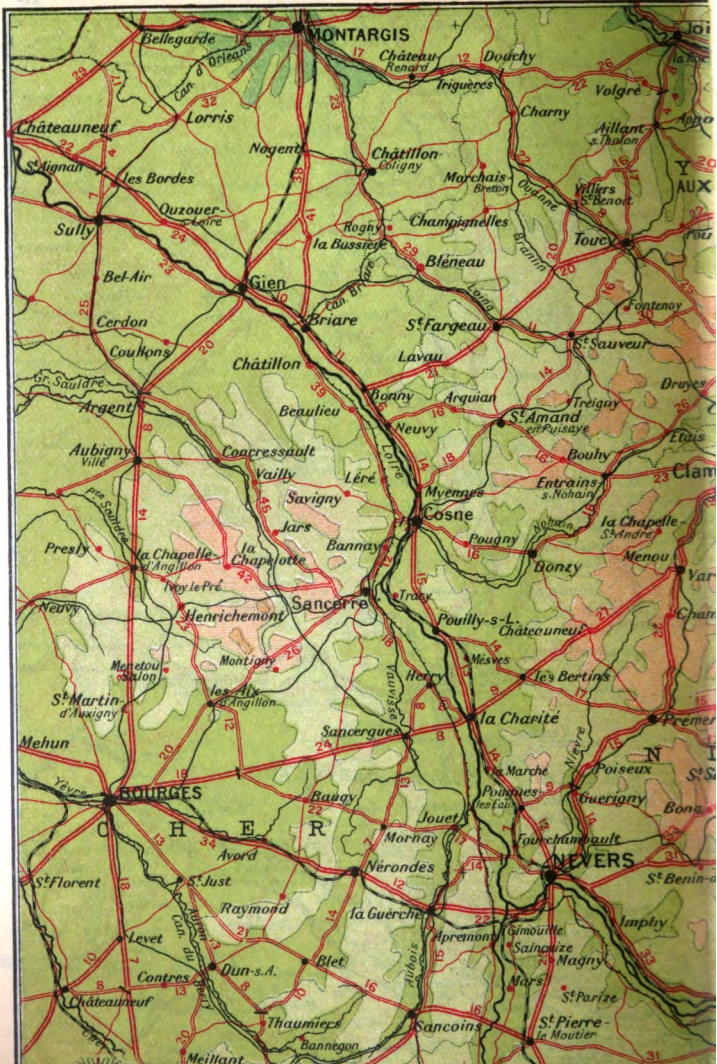

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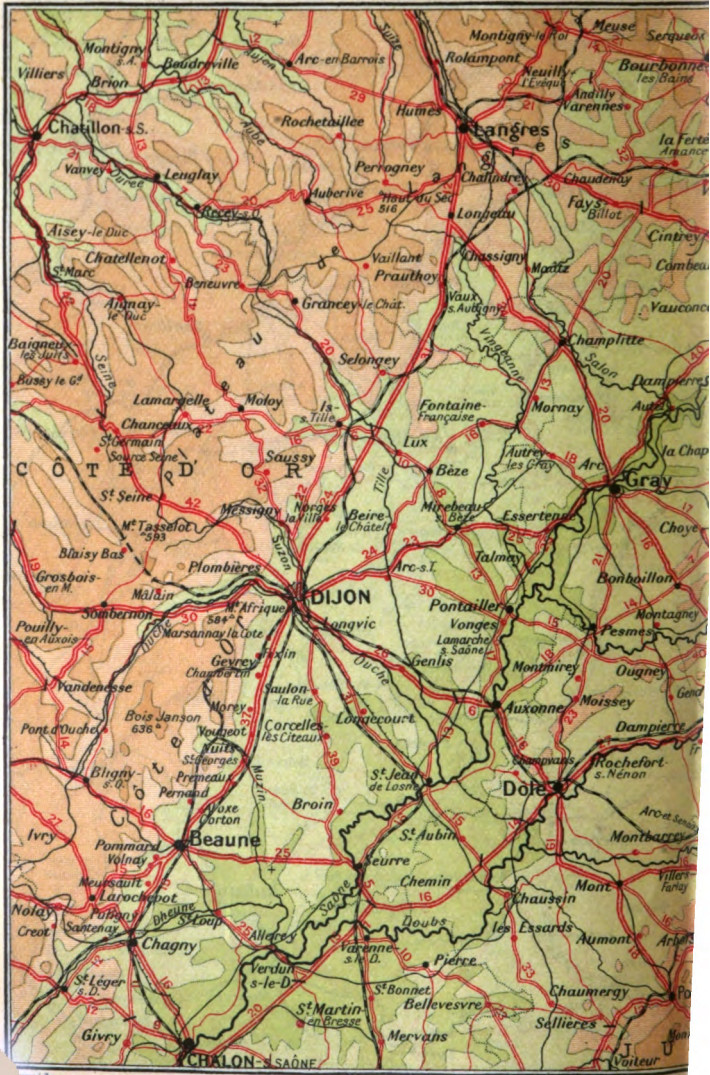

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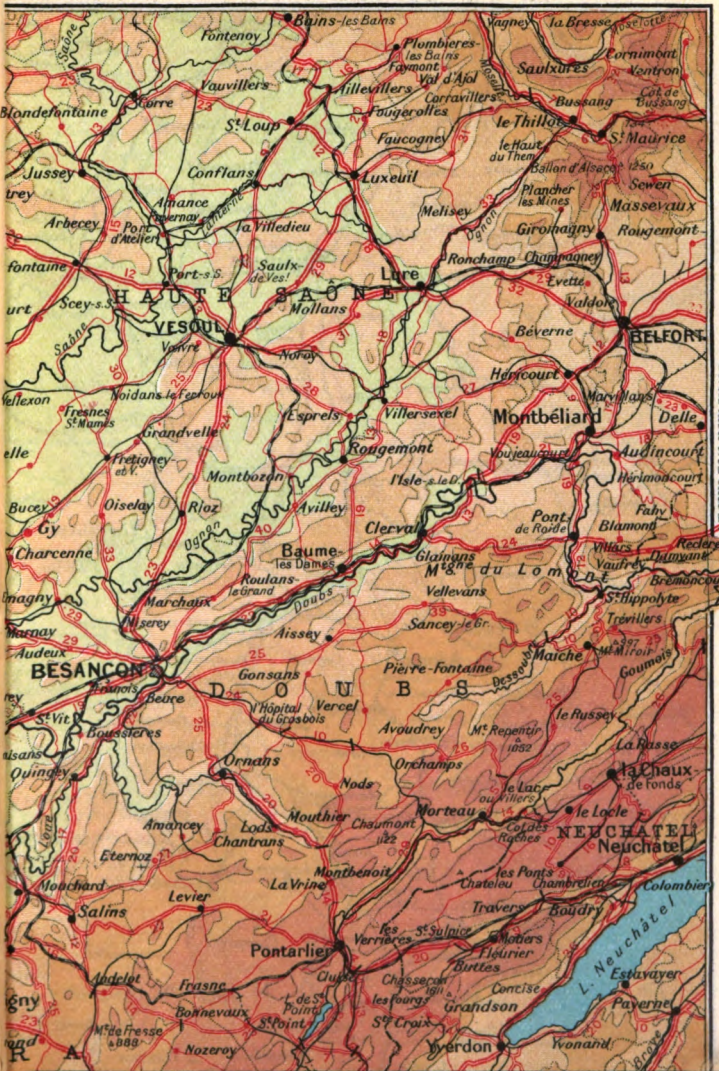

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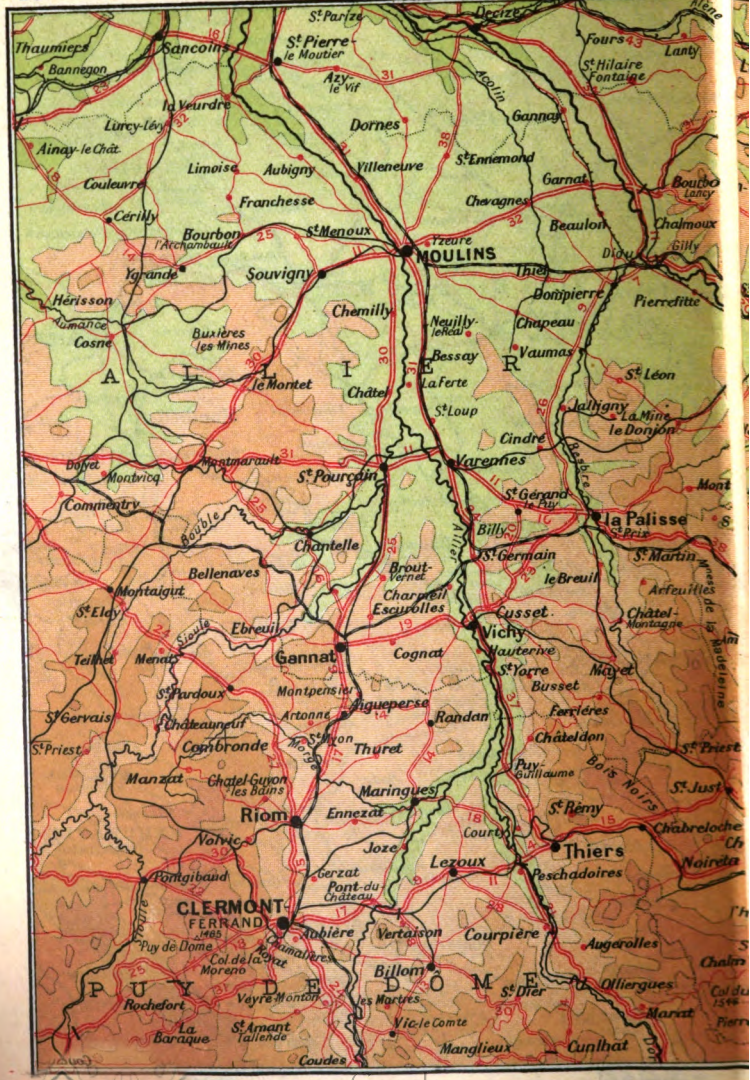
St. Parize
Decize
Thaumiers
Sancoins
St. Pierre le Moutier
Fours
Lanty
Bannegon
Azy le Vif
St. Hilaire Fontaine
Aron
La Verdrie
Lucy-Lévy
Dornes
Gannay
Ainay-le-Châtel
Limoise
Aubigny
Villeneuve
St. Ennemond
Garnat
Couleuvre
Franchesse
Chevagnes
Bourbon Lancy
Cérilly
Bourbon l'Archambault
St. Menoux
Beaulon
Chalmoux
Gilly
Yzeure
MOULINS
Yzeure
Yzeure
Souvigny
Bompierre
Pierrefitte
Hérisson
Chemilly
Neuilly-le-Real
Chapeau
Cosne
Buxières les Mines
Bessay
Vaumas
St. Léon
Le Montet
Châtel
La Ferte
St. Loup
Jaligny
La Mine le Donjon
Cindré
Varennes
Bebre
Montmarault
St. Pourçain
St. Gérand le Puy
Commentry
Billy
La Palisse
St. Prix
Chantelle
St. Germain
St. Martin
Bellenaves
Brout-Vernet
le Breuil
Montaigut
Charmeil
Arfeuilles
St. Eloy
Ebreuil
Escuolles
Cusset
Châtel-Montagne
Vichy
Teilhet
Menat
Gannat
Cognat
Hauterive
St. Yorre
Mayet
St. Pardoux
Montpensier
Busset
St. Gervais
Châteauneuf
Artonne
Aigueperse
Randan
Ferrières
St. Priest
Combronde
St. Yvon
Thuret
Châteldon
St. Priest
Manzat
Chatel-Guyon les Bains
Puy-Guillaume
Bois Noirs
St. Just
Maringues
Riom
Ennezat
St. Rémy
Chabreloche
Volvic
Courty
Joze
Thiers
Neiretz
Pontgibaud
Lezoux
Peschadoires
Gerzat
Pont-du-Château
CLERMONT-FERRAND
1465
Aubière
Vertaison
Courpière
Augerolles
Puy de Dome
Col de la Croix Morens
Pulvérières
Billom
Olliergues
PUY DE DÔME
Rochefort
Veyre Monton
Les Martres
St. Dier
Marat
La Baraque
St. Amant Tallende
Vic-le Comte
Manglieux
Cunlhat
Coudes
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0 5 10 15 Miles
0 5 10 15 20 Kilometres

Continued on Plate 22

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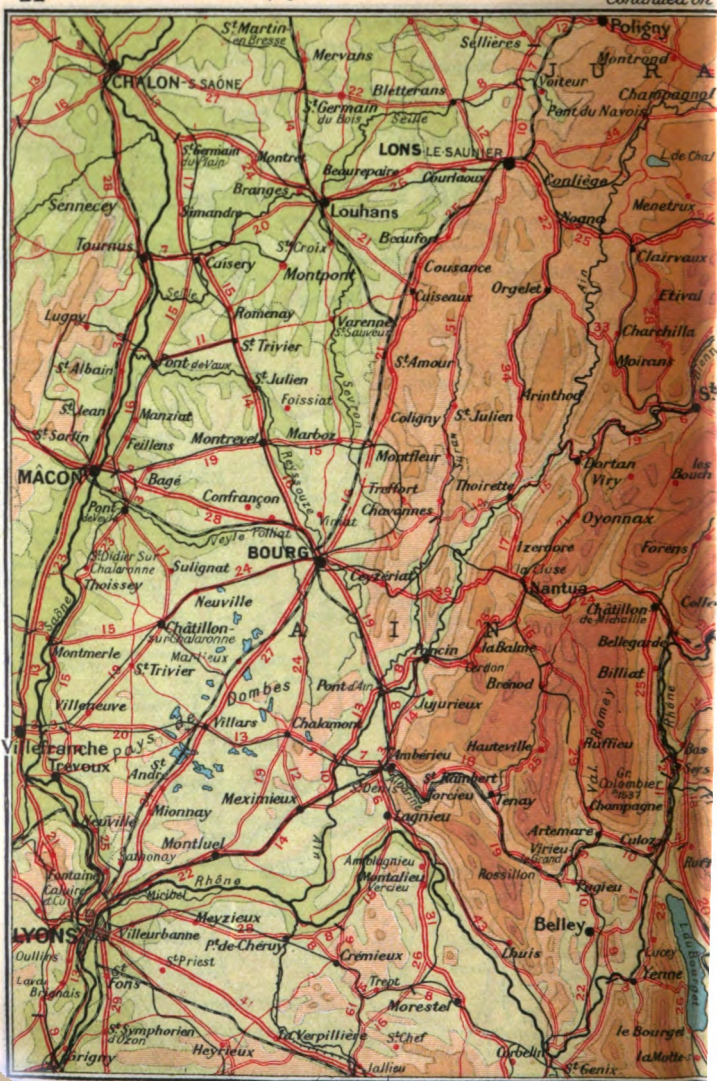

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0 5 10 15 Miles 0 5 10 15 20 Kilometres

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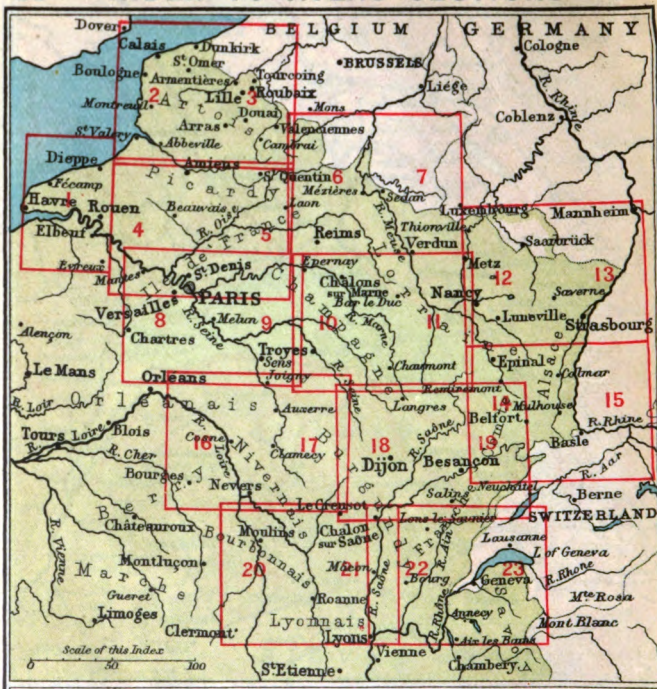

REFERENCE

Scale about 16 Miles to an Inch

1:1,000,000

0 5 10 15 Miles
0 5 10 15 20 Kilometres

Through Railways
Other Railways

REFERENCE TO ROADS

Main Routes
Secondary Routes
Other Routes

Figures in Red indicate distances in Kilometres between Road Junctions and Places with Black Dots

The Heights engraved on the Map are in Metres

HEIGHT OF LAND

METRES
4000
3000
2000
1500
1000
800
600
400
300
200
100
Sea Level

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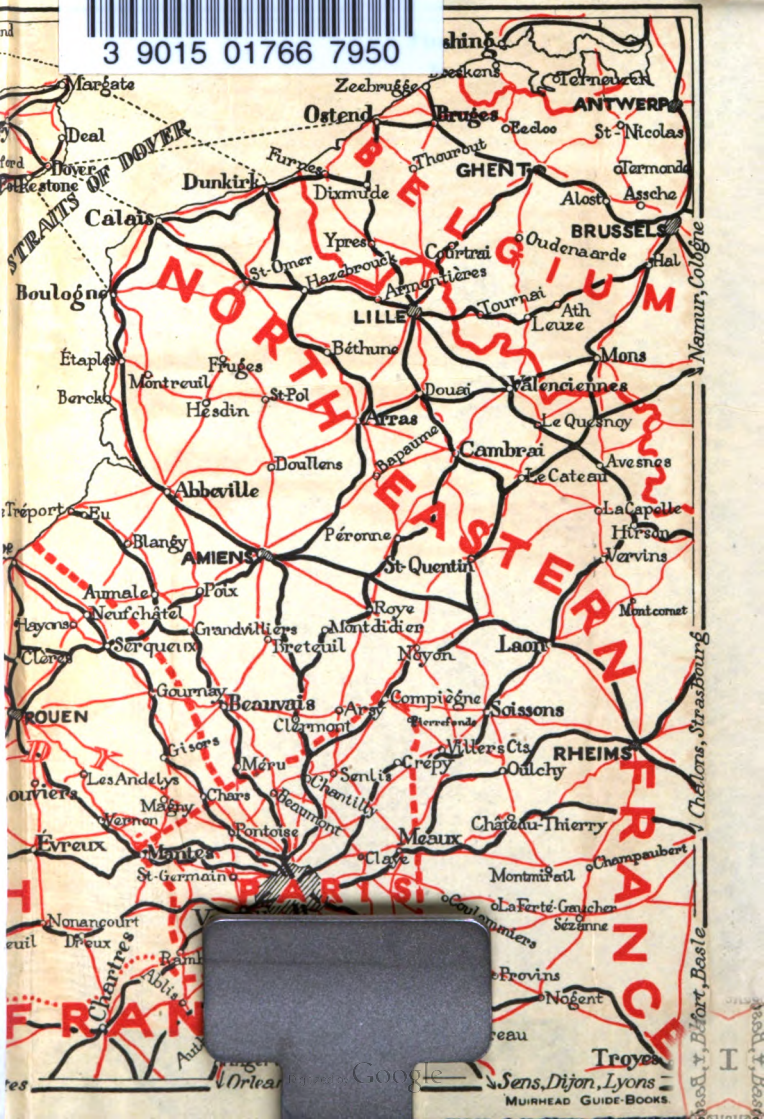
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3 9015 01766 7950